The Hong Kong Daily Press.

No. 7974 第七千九百七十四號 光緒癸未年六月初七日 HONGKONG, TUESDAY, JULY 10TH, 1883. 禮拜二 香港英七月十號 [PRICE $2½ PER MONTH.

SUPREME COURT 10 JUY 83

SHIPPING.

ARRIVALS.

July 9, NAMOA, British steamer, 862, G. Westoby, Foochow 6th July, and Amoy 7th, General.—DOUGLAS LAPRAIK & Co.
July 9, LIVINGSTONE, German bark, 531, H. Steffens, Honolulu 28th May, Ballast.—SIEMSSEN & Co.
July 9, KOW SHING, British steamer, 1,354, John McClure, Singapore 3rd July, General.—JARDINE, MATHESON & Co.
July 9, YANGTSZE, British steamer, 749, D. Casson, Chefoo 3rd July, Peas, &c.—SIEMSSEN & Co.
July 9, CHI-YUEN, Chinese steamer, 1,193, Wallace, Amoy 7th July, General.—C. M. S. N. Co.
July 9, ALBAY, British steamer, 366, F. D. Goddard, Taiwanfoo 7th July, General.—DOUGLAS LAPRAIK & Co.
July 9, PEI-HO, French steamer, 2,073, Hernandez, Shanghai 7th July, Mails and General.—MESSAGERIES MARITIMES.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
JULY 9TH.

De Bay, British str., for Singapore.
Jorge Juan, British str., for Manila.
Antonio Munoz, Spanish str., for Manila.
Radnorshire, British str., for Singapore.
Welle, German str., for Hoihow.
Karl, German bark, for Callao.
Whampoa, British str., for Singapore.

DEPARTURES.

July 9, CHEANG HOCK KIAN, British str., for Singapore.
July 9, ADELIA CARLETON, American bark, for New York.
July 9, DE BAY, British str., for Singapore.
July 9, RADNORSHIRE, British steamer, for Singapore.
July 9, WHAMPOA, British steamer, for Singapore.

PASSENGERS.

ARRIVED.

Per *Namoa*, str., from Foochow and Amoy.—Professor and Madame Haselmeyer and 2 Assistants, and 17 Chinese.

Per *Livingstone*, bk., from Honolulu.—74 Chinese.

Per *Kow Shing*, str., from Singapore.—117 Chinese.

Per *Albay*, str., from Taiwanfoo.—Messrs. Graham, Hastings, and Burns, and 25 Chinese.

Per *Pei-ho*, str., from Shanghai.—For Hongkong.—Rev. P. Chapuis, Messrs. A. Fonseca and Corico. For Suez.—Mr. J. H. Fooke. For Marseilles.—Messrs. Marians, Halton, and Chas. Roche.

DEPARTED.

Per *Whampoa*, str., for Australia.—20 Chinese. For Queensland.—110 Chinese. For Singapore.—400 Chinese.

REPORTS.

The British steamer *Kow Shing* reports left Singapore on the 3rd inst., and had light variable wind with squally weather throughout.

The British steamer *Albay* reports from Taiwanfoo to port moderate S.W. winds and fine weather throughout. Passed str. *Esmeralda* and three other steamers bound North between Cape of Good Hope and Breaker Point.

The British steamer *Yangtsze* reports left Chefoo on Saturday, 3rd inst., at 4.45 a.m., and had head winds and fine weather throughout the passage. H.M. Fleet lying in Chefoo, and German frigate *Stosch* and two gunboats. On the 6th inst., passed the *Amoy* off Tung Ying. On the 8th, passed the *Peking* and *Fooksang* off Cape of Good Hope.

The British steamer *Namoa* reports left Foochow on the 6th inst., and Amoy on the 7th, and experienced light winds and calms throughout the passage. On the 8th inst., passed the str. *Esmeralda* and *Don Juan* off Tonquin Point. In Foochow strs. *Catterthun*, *Changchow*, *Ocean*, *Benlarig*, *Rosslyn*, and *Glenfalloch*. In Amoy strs. *Lorne* and *Hailoong*. No sickness on board.

AMOY SHIPPING.

July— ARRIVALS.
2, Ling Feng, Customs str., from Swatow.
2, C. H. Kian, British str., from Swatow.
2, Douglas, British str., from Foochow.
3, Namoa, British str., from Hongkong.
3, Wenchow, British str., from Shanghai.
3, Fokien, British str., from Tamsui.
4, Chi-yuen, Chinese str., from Swatow.
4, Seewo, British str., from Taiwanfoo.
4, Ling Fong, Cust. str., from Light-houses.
4, Wrecker, Amr. lorcha, from Gaap Islds.
5, Wagrien, German sch., from Hongkong.
5, Lorne, British str., from Hongkong.
5, Albay, British str., from Taiwanfoo.
5, Chefoo, British str., from Swatow.
6, Man-dang-chen, Chi. g-bt., from T'waufoo.
6, Jorge Juan, British str., from Hongkong.

July— DEPARTURES.
3, Namoa, British str., for Foochow.
3, Afghan, British str., for Hongkong.
3, Douglas, British str., for Swatow.
4, Ling Feng, Cust. str., for Light-houses.
4, Louise, French 3-m. sch., for Yokohama.
4, Wenchow, British str., for Swatow.
4, Seewo, British str., for Shanghai.
4, Fokien, British str., for Hongkong.
5, Chefoo, British str., for Shanghai.
5, Bothwell Castle, Brit. str., for New York.
5, Albay, British str., for Taiwanfoo.
5, C. H. Kian, British str., for Swatow.
6, China, German str., for Tamsui.
6, Wrecker, Amr. lorcha, for Hongkong.

NEWCHWANG SHIPPING.

June— ARRIVALS.
18, Meifoo, Chinese str., from Chefoo.
20, Kate, British sch., from Tientsin.
20, Benedicta, German sch., from Tientsin.
20, Johann Carl, German sch., from Amoy.
21, Emily, British brig, from Tientsin.
23, Toonan, Chinese str., from Chefoo.

June— DEPARTURES.
17, Ines, British bark, for Chefoo.
18, Caroline, German sch., for Amoy.
18, Willie, German sch., for Amoy.
19, Orient, German bark, for Amoy.
19, Taiwan, British str., for Chefoo.
20, Chefoo, British str., for Chefoo.
21, Meifoo, Chinese str., for Chefoo.
23, Sebwan, German brig, for Kobe.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(Per last Mail's Advice).

Olympia (s.)	Hongkong	May 10
Carmelita & Ida	Hongkong	May 10
Andreas	Hongkong	May 15
Teucer (s.)	Shanghai	May 16
Salisbury	Manila	May 21

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

H.M.S. Sapphire	Plymouth	Feb. 26
Frederick	Cardiff	Feb. 29
Carl Ritter	Liverpool	Mar. 1
Maria	Cardiff	Mar. 8
Wilhelm	Antwerp	Mar. 25
Zouave	Cardiff	Mar. 29
Killena	Hamburg	April 8
Harter (s.)	Middlesborough	April 11
Yang Tz (s.)	Glasgow	April 12
Hansa	Hamburg	April 14
Brambletye	Penarth	April 19
Robt. Dixon	Penarth	April 23
Archos	Sunderland	April 25
Gustav & Oscar	London via Cardiff	April 25
Charles Bal	London	May 5
Silver Eagle	London	May 8
Humasco (s.)	Glasgow	May 12
Taichow	Glasgow	May 17
Comet	Liverpool	May 22

INTIMATIONS.

THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

Incorporated with Limited Liability under the Companies Acts 1862 to 1880, whereby the liability of Shareholders is limited to the amount of their Shares.

ABRIDGED PROSPECTUS.

SUBSCRIBED CAPITAL.—£1,000,000 Sterling. Equivalent, at Exchange Five Shillings per Tael, or Taels 4,000,000 Shanghai Currency. In 5,000 Shares of £200, or Taels 800 each.

PAID-UP CAPITAL.—£250,000 Sterling, or Taels 1,000,000. Equal to £50 or Taels 200 per Share.

HEAD OFFICE OF THE COMPANY, SHANGHAI.

DIRECTORS OF THE COMPANY:

F. H. BELL, Esq. (Messrs. Adamson, Bell & Co.)
DAVID BRAND, Esq. (Messrs. Brand, Bros. & Co.)
J. A. HAWES, Esq. (Messrs. Evans, Pugh & Co.)
H. R. HEARN, Esq. (Messrs. Alfred Dent & Co.)
E. H. LAVERS, Esq. (Messrs. Lavers & Co.)
A. C. WESTALL, Esq. (Messrs. Carter & Co.)
A. G. WOOD, Esq. (Messrs. Gibb, Livingston & Co.)
Secretary.—J. KENNARD DAVIS, Esq.

BRANCHES:
LONDON (25, Cornhill, E.C.), HONGKONG, YOKOHAMA.

AGENCIES:
At all the principal Eastern and Australian Ports.

BANKERS:
THE HONGKONG & SHANGHAI BANKING CORPORATION.

THE Company is formed for the purpose of purchasing or otherwise acquiring and undertaking the assets, property, and business of the Company or Co-partnership at present known as the "NORTH-CHINA INSURANCE COMPANY," and having its Head Office at Shanghai, China.

The annual net profits of the Company will be divided as follows:—

1.—In payment of Interest on the Paid-up Capital at the rate of 10 per cent per annum, to be a first charge on the profits until such time as the Reserve Fund has reached £62,500 (or Taels 250,000), after which the interest to be increased to 12 per cent.

2.—In payment of a Bonus to Shareholders in proportion to the net Premiums contributed by them respectively during each year.

3.—In the establishment and maintenance of a permanent Reserve Fund of £125,000 (or Taels 500,000,) to be formed by yearly appropriations as may be determined by the shareholders, after providing for the payment of interest as above, and a return to contributing shareholders of not less than 20 per cent on their net premiums.

The Reserve Fund will be invested separately from the general funds of the Company, and the interest accruing thereon will be distributed from time to time amongst the shareholders in proportion to the amount of Capital paid up on the Shares held by them.

A Revision of the Share List will take place at or towards the end of every three years, and for this purpose power will be given to the Directors, by the Articles of Association to cancel, withdraw, or call in at those periods all or any of the shares held by shareholders who have not contributed Premiums, or whose contributions during the preceding three years shall in the opinion of the Directors have been insufficient, or whose holdings it may for other reasons be deemed advisable to terminate or reduce.

Shareholders retiring from the Company in pursuance of the above regulation will receive at least three months' notice of the intention of the Directors to cancel, withdraw, or call in all or any of their shares, and unless in the meantime they shall have sold the said share or shares to some person approved by the Directors and accepted as the transferee, they shall on the expiry of such notice, surrender their scrip certificates for cancellation, and will thereupon become entitled (so far as the financial position of the Company will admit) to a return of the capital paid up on the said share or shares, and to a proportionate share for the current year in the Reserve Fund, profits, dividends, and other benefits of and in the Company (if any) when the same shall become payable.

The "NORTH-CHINA INSURANCE COMPANY" will be wound up as from 31st December, 1883, and the "NORTH-CHINA INSURANCE COMPANY, LIMITED," will commence on 1st January, 1884. There will thus be no cessation of operations whatever, and the business will be taken over as that of a going concern.

A preferential allotment of shares in the Company will be offered to Shareholders in the "NORTH-CHINA INSURANCE COMPANY" registered as such on 31st December, 1883, in the proportion of five shares for each one held by them. Any shares not so allotted, together with such shares as are equivalent in the proportion of five to one to the Shares in the NORTH-CHINA INSURANCE COMPANY about to be called in on the Revision of the Shares List of that Company, which takes place this year in accordance with the Deed of Settlement thereof, will be available for allotment by the Directors of the "NORTH-CHINA INSURANCE COMPANY, LIMITED."

Applications for shares from firms or individuals desirous of obtaining an interest in the Company *whether shareholders in the* "NORTH-CHINA INSURANCE COMPANY" *or not*, should be in the form subjoined, and addressed to the Head Office direct or through the Branches and Agencies of the "NORTH-CHINA INSURANCE COMPANY," and will be received in Shanghai and London until 30th September, 1883.

Prospectuses and forms of application for Shares may be obtained at the Head Office, and at the Branches and Agencies of the Company.

Copies of the Agreement entered into between the "NORTH-CHINA INSURANCE COMPANY," and the "NORTH-CHINA INSURANCE COMPANY, LIMITED," also the Memorandum of Association and the Articles of Association, will be open for inspection at the Head Office of the Company.

Shanghai, 25th May, 1883.

FORM OF APPLICATION FOR SHARES.

To the Directors of the
NORTH-CHINA INSURANCE COMPANY, LIMITED.

Gentlemen,

..........hereby request that you will allot to..........shares in the above named Company, and..........hereby agree to accept the same or any smaller number that may be allotted to..........upon the terms of the Company's Prospectus, dated the 25th day of May, 1883, and subject to the Articles of Association of the Company, and to pay the first call of £50 or Taels 200 per share, and the balance of £150 or Taels 600 thereon, when required to do so, and..........authorize you to register..........as the holder..........of the said shares.

Name in full..........
Address in full..........
Description..........
Date..........
Signature..........

[1048

LORNE HIGHLAND WHISKY.

Pure Highland Malt,
Thoroughly matured.
"As a Stimulant,"
Says the *Medical Review*,
"It is preferable to Brandy."
Bottled under the special supervision of H.M. Inland Revenue, in full-sized bottles, 6 to the gallon.
Sole Proprietors,
GREENLEES BROTHERS,
31, COMMERCIAL STREET, LONDON, E.
Distilleries, Argyleshire.
Agents:—
JARDINE, MATHESON & Co.,
Hongkong. [1441

BANKS.

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL	£1,500,000.
RESERVE LIABILITY UNDER CHARTER	£1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.

Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON, Manager.

Hongkong, 1st June, 1882. [9

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND.........2,500,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—WM. REINERS, Esq.
Deputy Chairman—W. S. YOUNG, Esq.

R. L. Dalrymple, Esq.	A. McIver, Esq.
A. Gültzow, Esq.	F. D. Sassoon, Esq.
Hon. F. B. Johnson.	M. E. Sassoon, Esq.
A. P. McEwen, Esq.	W. H. Forbes, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq., MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
87 Hongkong, 7th May, 1883.

NOTICES OF FIRMS.

NOTICE.

I HAVE established myself at this Port and in Formosa under the style of J. C. ELLES & Co.

Mr. FRANCIS CASS is authorized to sign the Firm.

JAMES C. ELLES.

Amoy, 1st May, 1883. [961

NOTICE.

WE have this day established ourselves at Takao and Taiwanfoo under the style of LAUTS & HAESLOOP.

JOHANN THEODOR LAUTS.
FRANZ HEINRICH LUEDER HAESLOOP.

Takao, Taiwanfoo, 1st July, 1883. [1288

NOTICE.

WE have CLOSED our Formosa Branch and the Business in Swatow will be carried on under the style of SCHAAR & Co., which firm Mr. CHARLES LANGE DE LA CAMP has been authorized to Sign per Procuration.

DIRCKS & Co., In Liquidation.

Swatow, 1st July, 1883. [1289

NOTICE.

WE have this day transferred to Mr. A. W. BAIN our Agencies at Takow and Taiwanfoo, which will henceforth be conducted by him, on his own account.

J. C. ELLES & Co.

Amoy, 1st July, 1883. [1290

NOTICE.

WITH reference to the above, I have this day established myself at Takow and Taiwanfoo under the style of BAIN & Co.

A. W. BAIN.

Taiwanfoo, Formosa, 1st July, 1883. [1291

1883.
SUMMER TIME TABLE.

KOWLOON FERRY.

THE COMMODIOUS STEAM-LAUNCH
"KOWLOON"

will, from the 1st May, 1883, run daily as a Ferry-boat between Peddar's Wharf and Tsim-tsa-tsui, at the following hours:—

WEEK DAYS.		SUNDAYS.	
Leaves Kowloon.	Leaves Hongkong.	Leaves Kowloon.	Leaves Hongkong.
6.00 A.M.	7.00 A.M.	6.00 A.M.	6.15 A.M.
8.00 "	8.30 "	6.30 "	7.00 "
8.50 "	9.00 "	7.20 "	8.00 "
9.40 "	12.30 P.M.	9.00 "	10.20 "
12.45 P.M.	1.00 "	10.30 "	12.50 P.M.
2.15 "	2.30 "	1.00 P.M.	1.30 "
2.45 "	3.00 "	2.00 "	2.30 "
3.30 "	4.00 "	3.00 "	3.20 "
4.15 "	4.30 "	3.40 "	4.00 "
4.50 "	5.05 "	4.15 "	4.30 "
5.15 "	5.30 "	4.50 "	5.05 "
5.45 "	6.00 "	5.15 "	5.30 "
6.15 "	6.30 "	5.45 "	6.00 "
6.45 "	6.55 "	6.15 "	6.30 "
7.15 "	7.30 "	6.45 "	6.55 "
		7.15 "	7.30 "

The above Time Table will be strictly and punctually adhered to.

Hongkong, 1st May, 1883. [1074

1883.
SUMMER TIME TABLE.

KOWLOON FERRY.

"MORNING STAR."

WEEK DAYS.		SUNDAYS.	
Leaves Hongkong.	Leaves Kowloon.	Leaves Hongkong.	Leaves Kowloon.
2.00 P.M.	9.30 A.M.	10.15 A.M.	10.25 A.M.
2.45 "	2.30 P.M.	11.30 "	12.00 P.M.
3.50 "	3.15 "	1.00 P.M.	1.30 "
4.30 "	4.10 "	2.00 "	2.30 "
5.10 "	4.45 "	3.00 "	3.20 "
5.30 "	5.20 "	3.40 "	4.00 "
5.50 "	5.40 "	4.15 "	4.30 "
6.20 "	6.00 "	4.50 "	5.05 "
6.55 "	6.45 "	5.15 "	5.30 "
..... "	7.15 "	5.45 "	5.55 "
		6.05 "	6.15 "
		6.25 "	6.45 "
		6.55 "	7.15 "

The above Time Table will be strictly and punctually adhered to.

Season Tickets can be had on application at Hongkong Hotel. Price $3 per quarter.

Hongkong, 27th June, 1883. [1234

CHOICE PORCELAIN AND BRONZE CURIOSITIES, ANCIENT AND MODERN PIANOS, FURNITURE, PICTURES. FOR SALE OR HIRE. CASS SUM SHOY, Opposite City Hall. [550

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to

HING LEE, 37, Tung Man Lane.

Hongkong, 4th March 1882. [604

AUCTIONS.

PUBLIC AUCTION.

VALUABLE HOUSES IN ABERDEEN STREET, GOUGH STREET, AND HOLLYWOOD ROAD.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 11th day of July, 1883, at 3 P.M., on the Premises,

BY ORDER OF THE MORTGAGEE.

ALL that Piece or Parcel of GROUND registered in the Land Office as Sections D, E, F, and G, and the Remaining Portion of INLAND LOT No. 60. Together with the 18 HOUSES erected thereon and known as Nos. 75, 77, 79, and 81, Hollywood Road; Nos. 13, 15, 17, 21, 23, and 25, Aberdeen Street; Nos. 2, 4, 6, 8, 10, 12, 14, and 16, Gough Street.

The above Houses will be Sold in separate Lots to Suit Purchasers.

For Particulars, apply to

J. M. GUEDES, Auctioneer.

Hongkong, 9th July, 1883. [1308

INTIMATIONS.

THE HALL & HOLTZ' CO-OPERATIVE COMPANY.

THE LIST OF APPLICATIONS FOR SHARES in the above named Company will CLOSE at SHANGHAI on MONDAY, the 23rd instant, at FOUR P.M.

Shanghai, 4th July, 1883. [1306

DAIKO AND KAKIMOTO COMPANY, TOKIO.

THE Undersigned has received a Consignment from the above Company which he offers for Sale at reasonable Prices.

An Invoice of JAPAN PORCELAIN WARE,

Comprising:—

TEA SETS, CARD DISHES, JARS, VASES, &c., &c.

SHOW ROOM, above Mr. J. M. ARMSTRONG's Sales Rooms.

N. KAKIMOTO.

Hongkong, 9th July, 1883. [1307

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS of Twenty per Cent upon Contributions for the year 1882, has THIS DAY been declared.

WARRANTS may be had on application at the Office of the Society on and after the 21st inst.

By Order of the Board,

DOUGLAS JONES, Acting Secretary.

Hongkong, 7th May, 1883. [1006

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby informed that CERTIFICATES for the present Shares in the Society may be obtained upon application at the Offices of the Company, in exchange for their old Certificates or Provisional Scrip.

By Order,

DOUGLAS JONES, Acting Secretary.

Hongkong, 3rd July, 1883. [1267

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are notified that on presentation of their Share Certificates at the Head Office of this Company New Scrip will be issued in exchange, in accordance with the recent Resolution sub-dividing each old share into four new ones.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd May, 1883. [880

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A BONUS of 10 % upon Contributions for the year 1882, has this day been declared and will be payable at the above Office on and after the 28th instant.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 15th May, 1883. [972

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHOPKEEPERS AND OTHERS.

THE DIRECTORS are prepared to let for a term not exceeding Five Years (after completion) SIX HANDSOME SHOPS on the Basement of the Hotel Building.

For further particulars, apply to

LOUIS HAUSCHILD, Secretary.

Hongkong, 3rd April, 1883. [660

HONGKONG HOTEL COMPANY, LIMITED.

THE DIRECTORS are now prepared to receive Tenders from suitable persons for a term of FIVE YEARS for the lease of the HONGKONG HOTEL, with FURNITURE complete.

The Building (together with a powerful passenger lift,) will comprise after the proposed alterations and additions have been completed, viz:—

THE BASEMENT.

Two Grand Entrances from Pedder's Street and Queen's Road. Bar, Billiard, Reading and Smoking Rooms with separate Entrance from Pedder's Street.

A handsomely fitted up Ladies Room, for the use of visitors and others.

Manager's and General Offices, Kitchens, Store Rooms, &c., &c., &c.

FIRST FLOOR.

A Public Dining Room capable of dining upwards of 170 persons at the same time.

ONE large Breakfast Room.

FIVE elegant and beautifully fitted up suits of Rooms, consisting of a Private Dining Room, Drawing Room, Card Room, Reading Room, and Billiard Room.

TEN Bed Rooms with a Bathroom to each.

SECOND AND THIRD FLOORS.

Have each 26 lofty, well ventilated and lighted Bed Rooms, opening on to large Verandahs with a commodious Bath Room for each room.

All the Passages and Corridors throughout the premises are wide and well lighted, most of the furniture will be new and made expressly for the climate.

The special attention of Hotel Keepers and others is drawn to the unusual advantages offered.

Tenders to state sum per annum, and to include taxes. No Tender under $3,500 per mensem will be entertained by the Directors.

Hongkong, 2nd April, 1883. [650

NOTICE.

In the matter of the ESTATE of JOHN GRATTON CASS late of AMOY, Deceased.

NOTICE is hereby given that all CREDITORS having CLAIMS against the ESTATE of the late JOHN GRATTON CASS, of Amoy, and all persons INDEBTED thereto, are hereby requested to send in particulars of said CLAIMS and to pay their INDEBTEDNESS to the UNDERSIGNED on or before the 31st day of July next, and to take due notice that no claims against the said Estate will be received after that date.

FRANCIS CASS,
ALLAN W. BAIN,
Executors of the above Estate.

Amoy, 31st May, 1883. [1178

NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S.S. CO.'S S.S. "PRIAM." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 12th July, for shipment per steamer "DEUCALION."

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th June, 1883. [1262

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "PRIAM," are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th July, 1883.

Goods undelivered after the 13th July, 1883, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th July, 1883. [1262

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "CRYSTAL," having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 9th instant, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that any Claims must be made immediately, as none will be entertained after the 10th instant.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 7th July, 1883 [1299

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "MORAY," having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th July, 1883. [1282

FROM LONDON AND SINGAPORE.

THE Steamship "GLENEARN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Two P.M., TO-DAY, the 3rd July.

Cargo remaining undelivered after the 10th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.

Hongkong, 3rd July, 1883. [1273

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, Hongkong, on THURSDAY, the 12th day of July, 1883, at 3 O'CLOCK P.M., when the Resolution Passed at the Extraordinary Meeting of the Company held on the 19th day of June, 1883, will be submitted for confirmation as a Special Resolution.

By Order,

JAS. B. COUGHTRIE, Secretary.

Hongkong, 20th June, 1883. [1191

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, Hongkong, on THURSDAY, the 12th day of July, 1883, at 3.15 O'CLOCK P.M., when Resolutions will be proposed that each of the existing Shares of the Company be divided into five shares of $100, upon each of which the sum of $20, shall be credited as paid up, and that the Memorandum and Articles of Association be altered in accordance therewith.

By Order,

JAS. B. COUGHTRIE, Secretary.

Hongkong, 20th June, 1883. [1192

THE CANTON-HONGKONG WA HOP TELEGRAPH COMPANY.

NOTICE.

THE CANTON-HONGKONG TELEGRAPH LINE having now been finished as far as Kow-Wa Village on the Mainland, the Company is prepared to accept for transmission Telegrams from the Public on and after the 9th day of July. The tariff of rates will be 5 cents per word to which, however, will have to be added an extra charge of one cent for transmission by steam launch between Hongkong and the present terminus of the Line. This extra charge will be abolished as soon as the Company has received permission from the Colonial Government to connect the end of the landline with Hongkong by cable. All messages for Canton to be handed in at the Company's Station, No. 89, Praya Central, Hongkong, as no messages will be received at the temporary Station on the mainland. Messages from Canton to be handed in at the Company's temporary Station at the East Street, Sun-Tow-Lan, in the City of Canton.

For Messages beyond Hongkong the rates of the different other Telegraph Administrations will have to be added to the Company's rates.

For acceptance and transmission of the telegrams, counting of words, &c., the Company will be bound by the rules of the International Telegraph Convention as followed by the other Telegraph Administrations here; Chinese messages will be transmitted and charged according to the code books and regulations of the Great Northern Telegraph Administration. These code books may be had on application at the Company's Offices by the payment of 30 cents each.

Senders of Messages may open a deposit account with the Company and pass-book may be had at the Company's Office on application.

It is further notified that all Messages sent from the 9th day to the 10th day inclusive between Canton and Hongkong will be free of charge.

Time of departure of the steam-launch will be as follows:—

From HONGKONG,	8 A.M.
" "	10 A.M.
" "	12 NOON.
" "	2 P.M.
" "	4 P.M.
" "	6 P.M.
From KOW-WA VILLAGE	9 A.M.
" "	11 A.M.
" "	1 P.M.
" "	3 P.M.
" "	5 P.M.
" "	7 P.M.

HO-KWAN-SHAN, Manager.

Hongkong, 7th July, 1883. [1298

INTIMATIONS.

THE NORTH BORNEO STEAM-SHIP COMPANY, LIMITED.

Incorporated with Limited Liability under the North Borneo Companies Act of 1883 whereby the liability of each Shareholder is limited to the amount unpaid on his Shares.

CAPITAL..........$200,000;
Divided into 2,000 SHARES of $100 EACH.

The First Call of $50 per Share is payable as follows:—

On application	$ 5
On allotment	$10
On 1st November	$15
On 1st February 1884,	$10
On 1st June 1884,	$10

Further calls for the remaining $50 will not exceed $10 per Share each, and will not be made under three months' notice.

Where no allotment is made the deposit will be returned in full.

BOARD OF DIRECTORS.
ALFRED DENT, Esq.
W. B. PRYER, Esq.
B. C. DE LISSA, Esq.
DR. J. H. WALKER.
J. MORRISON, Esq.
CO HEEN, Esq.
SOONG LEONG, Esq.

BANKERS.
HONGKONG AND SHANGHAI BANKING CORPORATION at Singapore, Hongkong, Shanghai, and London.

MANAGING AGENTS AND SECRETARIES.
MESSRS. COWIE BROS., Sandakan & Labuan.

AUDITOR.
ALEX. COOK, Esq.

HEAD OFFICE.
SANDAKAN, NORTH BORNEO.

THIS Company is formed to meet the requirements of the merchants, traders, and planters of Sandakan Bay and the East Coast of North Borneo, and to facilitate the rapidly increasing trade and passenger traffic of the Bay and neighbouring Seas by running suitable Steamers, from port to port, amongst the various islands, rivers, and out-stations, and thus concentrating the trade in the larger ports of the Territory, where facilities are offered for direct transhipment into Steamers running to Singapore, Hongkong, the Coast of China, Australia, &c., &c. It is thought that, in carrying out, on a properly organized system, the objects for which the Company has been formed, a legitimate and profitable outlet for capital is presented.

The system will include the maintenance of communication by Steam Launches between Elopura and the plantations now being commenced up the rivers within the Bay of Sandakan, and the opening up, generally, of the trade with the Kinabatangan, Labuk, Sugut, and other rivers and stations in North Borneo.

A concession of foreshore land to the extent of four acres has been provisionally secured, for a nominal payment, at twelve places on the Coast, where it is anticipated trade is capable of development. These concessions, besides affording sites for the Company's wharves, godowns, and offices, will, no doubt, as the country advances, form the centres of future settlements or townships, and thus constitute hereafter a distinct and special feature in the assets of the Company.

Upon the assumption that the Company may wish eventually to have independent accommodation at their head-quarters, the refusal, on favourable terms, of desirable premises at Elopura has also been secured.

It is intended to procure, as soon as possible, two capacious Steam Launches to run to the various plantations within the Bay itself, and also two suitable Lighters; while for calling at the more distant places a Steamer of about 300 tons capacity will be all that is necessary to meet the first requirements, in connection with which an agreement—conditional upon the formation of the Company—has been entered into for the purchase of the steamer "Royalist," with the full benefit of all the contracts, engagements, and privileges which she has with the Government and Chinese Merchants.

The cost of these vessels, together with the erection of suitable godowns, wharves, and other accommodation will, it is calculated, absorb about $60,000 of the paid-up capital.

For working capital, the Directors will be left with $40,000 in hand, to increase which, further calls can be made, should the Company's business expand and extension of its operations and additions to its fleet and establishments be in consequence thought desirable.

Meetings of Shareholders will be held annually, and at these the Directors' Reports and Accounts will be presented. In this respect and in all other essential particulars the constitution of the Company will be in conformity with the rules in force for English Joint Stock Companies.

It is needless to say that no promotion money has been or will be paid. The Directors put forward their scheme in the interests of the East Coast and of the Territory generally, with a considerable proportion of the capital already subscribed by the local community, and with the promise of their further co-operation, and they trust that their undertaking will meet with the approval and support of all those who are concerned in upholding the trade and welfare of North Borneo.

Copies of the Memorandum and Articles of Association, particulars of the land concessions, and copy of the agreement with Mr. Cowie for the purchase of the "Royalist," can be seen at the Company's Office.

Applications for Shares should be made on the accompanying form and addressed to the Secretaries or to the Company's Agents, from whom, or from any of the Directors, further information can be obtained. List will close in Hongkong on 31st instant.

Agents at Singapore: Messrs. A. L. JOHNSTON & Co.
" Hongkong " DOUGLAS LAPRAIK & Co.
" Shanghai " ALFRED DENT & Co.
" London " DENT. BROS., & Co

Sandakan, June, 1883.

FORM OF APPLICATION.

To the Directors of
THE NORTH BORNEO STEAMSHIP COMPANY, LIMITED.

Gentlemen,

Having paid to your credit with your Agents..........at Hongkong the sum of..........being a deposit of Five Dollars per Share, I request that you will allot me..........Shares of One Hundred Dollars each in your Company, and I hereby agree to accept the said Shares or any smaller number which you may allot to me and to pay the balance due thereon according to the terms of the Prospectus, and I hereby authorize you to place my name on the register of Shareholders in respect of the Shares which may be allotted to me.

I am, Gentlemen,
Your obedient servant,
Signature..........
Name (in full)..........
Address (in full)..........
Profession or business..........

Dated 1883. [1319

A SITUATION WANTED.

BY A SOBER STEADY MAN, who can write a good plain hand, who has had considerable experience in various capacities and who is willing to turn his hand to anything that may be offered him. Good character and testimonials for the last twenty years.

Apply to

M. G.,
Care of Office of this Paper.

Hongkong, 6th July, 1883. [1287

INTIMATIONS.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 52, Queen's Road, on MONDAY, the 30th July instant, at THREE O'CLOCK in the afternoon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts declaring a Dividend, and electing Directors and Auditors.

By Order of the Board of Directors,

P. A. DA COSTA, Secretary.

Hongkong, 10th July, 1883. [1311

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE TRANSFER-BOOKS of the Company will be CLOSED from the 17th to the 30th instant, inclusive.

By Order of the Board of Directors,

P. A. DA COSTA, Secretary.

Hongkong, 10th July, 1883. [1312

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 31st instant, at FOUR O'CLOCK P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st instant, both days inclusive.

By Order,

W. H. RAY, Secretary.

Hongkong, 10th July, 1883. [1313

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW and PORTS on the YANGTSZE.)

THE Company's Steamship "KOW SHING," Captain McClure, will be despatched as above TO-DAY, the 10th instant, at FOUR P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 9th July, 1883. [1309

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE departure of the Company's Steamship "JORGE JUAN," Captain Theband, for the above Port is POSTPONED until TO-DAY, the 10th instant, at FOUR P.M., owing to the receipt from Manila of unfavourable news as to the weather.

For Freight or Passage, apply to

RUSSELL & Co., General Managers.

Hongkong, 10th July, 1883. [1314

FOR SWATOW, AMOY, AND TAIWAN-FOO.

THE Steamship "ALBAY," Captain Goddard, will be despatched for the above Ports on THURSDAY, the 12th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 10th July, 1883. [1317

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY, LIMITED.

THE Company's Steamer "RAJANATTIANUHAR," Captain W. Y. Hunter, will be despatched for the above Ports on THURSDAY, the 12th instant, at TEN A.M.

For Freight or Passage, apply to

YUEN FAT HONG, Agents.

Hongkong, 10th July, 1883. [1320

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship "NAMOA," Captain Westoby, will be despatched for the above Ports on SUNDAY, the 15th instant, at DAYLIGHT, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 10th July, 1883. [1318

FOR LONDON, VIA SUEZ CANAL.

THE Steamship "GLENFALLOCH," Captain Lurch, will be despatched as above on or about the 14th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 9th July, 1883. [1310

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE).

THE Company's Steamship "DEUCALION," Captain Purdy, will be despatched on or about the 17th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th July, 1883. [1316

FOR SYDNEY AND MELBOURNE,
(CALLING AT BRISBANE.)

THE Steamship "CHANG CHOW," Captain Whittle, will be despatched on or about the 24th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th July, 1883. [1315

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship "KHIVA" will leave for the above places on TUESDAY, the 24th July, at FOUR P.M.

E. L. WOODIN, Acting Superintendent.

Hongkong, 10th July, 1883. [1321

STEAM TO YOKOHAMA, VIA NAGASAKI AND HIOGO.

Passing through the Inland Sea.

THE P. & O. S. N. Co.'s Steamship "ZAMBESI," will leave for the above places on SATURDAY, the 21st July, at 12 (NOON) O'CLOCK.

E. L. WOODIN, Acting Superintendent.

Hongkong, 10th July, 1883.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "PESHAWUR," will leave for the above place about 24 hours after her arrival with the next English mail.

E. L. WOODIN, Acting Superintendent.

Hongkong, 10th July, 1883.

LANE, CRAWFORD & Co.

AUSTRIAN BENT WOOD FURNITURE, Ebonized Frames, very strong and well finished.

SANITARY WIRE MATTRESSES, can be fitted to any bed, very cool for Summer.

ARTISTIC FIREPLACE SCREENS and STOVE DECORATIONS.

"THE NAUTILUS GRATE."

The latest Artistic Grate, in which the great waste of heat of open Chimneys is obviated, it causes a slow combustion fire bright, cheerful and free from ash; consumption being about 1½ lbs. Coal per hour. In summer the Grate can be removed leaving a pretty tiled recess in which Flowers and Plants may be placed.

FILOSELLE WARE

The new Table Decorations, also Ruby, Amber, Gold Mottled and other pretty Flower Stands.

LANE, CRAWFORD & Co.

Hongkong, 3rd July, 1883. [632

NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS,

PATENT MEDICINE VENDORS, DRUGGISTS' SUNDRYMEN, And AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED, PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or HONGKONG DISPENSARY. [23

NOTICES TO CORRESPONDENTS.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

The Daily Press.

HONGKONG, JULY 10TH, 1883.

OUR attention having been called to some inaccuracies in our article of yesterday on the outbreak of cholera on certain ships, we hasten to correct them. It would seem, from the facts supplied to us by the Government, that we have, quite unintentionally, exaggerated the extent and nature of the disease up the Coast. A brief review of the circumstances under which quarantine was established will, however, make matters clear and reassure the public, if any apprehensions be felt. The steamer *Dale* arrived here on the 5th instant and was placed in quarantine at once, one death from cholera having occurred on board when at Swatow. The Consul at that port, however, when officially announcing the death of Mr. PINKERTO on board the *Dale*, enclosed Dr. POLLOCK's certificate giving a clean bill to the steamer when she left Swatow, and stating that though there had been some deaths from cholera among the natives in the neighbourhood, there was *no epidemic* at Swatow. It was, nevertheless, rightly deemed prudent by the Government to quarantine the *Dale*, and the occurrence of two deaths on the steamer the following day, one from cholera and the other supposed to be cholera, amply justified this precaution being taken. The steamer *Douglas*, which arrived here on the 5th inst. from Swatow, was admitted to pratique, as she had a clean bill of health and all on board were well. On the 6th, however, when the steamer was lying alongside the wharf, three of the crew were discovered, one in a state of collapse from cholera, and two others suffering from diarrhœa of a suspicious character. It is stated that they had been partaking very freely of fruit. On hearing of these circumstances the Authorities immediately ordered the *Douglas* into quarantine, and Dr. MARQUES and two nurses were told off for duty on both vessels in quarantine. The matsheds formerly in use at Stonecutters' Island having been removed as they were going to decay from want of use, application was made on Saturday to the Military Authorities for tents to accommodate the passengers, and His Excellency General SARGENT, without a moment's hesitation, at once placed twenty bell tents at the disposal of the Government. These were taken over and set up, and on Sunday the passengers were landed and accommodated in the tents. On Saturday another death took place on board the *Dale*, and another on Sunday, making four in all. On the *Douglas* one of the three men reported ill on the 6th died on Sunday night. The other two are well and again at work. No fresh case had been reported up to yesterday afternoon.

It will be seen from the foregoing account that there is good reason to believe the disease is not of an epidemic character. The cases on the *Douglas* were clearly more of the nature of choleraic diarrhœa than of Asiatic cholera. Cholera, judging from Dr. POLLOCK's report, has not occurred at Swatow in an epidemic form; and the report in the *Foochow Herald* that cholera has been prevalent there is probably founded on a mistake, for the British Consuls in all the Treaty ports of China and Japan, in the Philippines, Siam, and Saigon, and the Governor of the Straits Settlements last year received express instructions from home to keep the Hongkong Government warned, by telegraph when possible, of the outbreak of any epidemic in their ports. There can therefore be little doubt that this Government would have received early intelligence of the fact had cholera appeared in epidemic form either at Foochow or elsewhere. It may be worth mention that last year, when cholera was reported to be prevalent in Foochow, the Consul there wrote that there was no epidemic, and acting upon this information, the Government did not impose quarantine on vessels arriving from that port, the result proving the correctness of the Consul's information. There may have been a few isolated cases of cholera, but it is clear the British Consul has not felt justified in declaring the place to be suffering from an epidemic. The Colonial Government have done what they could for the quarantined people, but one thing is clear, a temporary building for hospital purposes is urgently needed on Stonecutters' Island. As we urged, in yesterday's issue, segregation of the sick is of vital importance, and it is obviously easier to provide hospital accommodation for a few patients than quarters for hundreds of healthy persons. It will be advisable, perhaps, having regard to the extent of the passenger traffic, the numerous ports with which Hongkong is in constant communication, and the great consequent liability of having to keep up quarantine arrangements, that a small permanent hospital should be erected on Stonecutters' Island, which would always be available and ready for use. In the present emergency, could not the *Opossum* be utilised as a hospital?

NOTWITHSTANDING the mania for founding colonies which has of late seized upon the French nation, it must be admitted that the French lack the first elements of success as colonists. They may occupy foreign territory and found a stable and just government, peace and plenty may replace anarchy and its consequent poverty, but in such trade as may spring up the French themselves take a very minor part; the commerce of the new country is practically monopolised by the merchants of other nations. This is a sore point with the French, and various remedies are from time to time suggested, all in the direction of placing restrictions on foreign trade with the vain idea of encouraging that of France. The nation has yet to learn that the extension of its trade is dependant on the enterprise and energy of its citizens rather than on artificial protection. In Saigon, with an import trade in 1882 of the value of $9,224,735, articles of French origin figure only for $1,125,433, and of this total $491,823 is accounted for by wines and spirits. The total also includes arms and munitions, stores for the Commissariat Department, and metals and machinery required for the construction of bridges and the railway, which, it is stipulated in the contracts, shall be of French manufacture, so that the total of what we may call the natural trade of the French nation with its Cochin-Chinese colony is reduced to still smaller limits; while of the 369 vessels which entered the port only 37, or ten per cent., were French. These figures we take from an article in the *Indépendant*, which says the situation is a deplorable one in every respect and one for which every French heart must desire to see a remedy found. The subject on which our contemporary is writing is the question of the separate administration of Tonquin, and the conclusion arrived at is that in order to give to French trade its proper importance the whole of Indo-China must be united under the same government, so that all the various parts of the peninsula may act in concert in defending themselves against the constantly increasing invasion of rival trade. No argument is used to show how or why the desired result would follow from the course recommended, but the writer is evidently satisfied that by some means French trade will profit at the expense of foreign trade if a particular system of administration be adopted. In another article, on the general subject of French colonisation, the *Indépendant* says it is, alas! only too true that French trade does not profit by the colonies over which the French flag floats, and that Frenchmen desiring to emigrate and to transfer their labour to new countries, as well as those who simply seek markets for French goods, give the preference to foreign countries. It then attacks the character of the administration in French colonies, the red-tapeism which prevails, and the open or concealed opposition of the officials to the establishment of colonists in the arrondissements. An entire change, it argues, is necessary. No doubt if the bonds of red-tape were loosened the colonies would receive an accession of commercial prosperity, but the evil complained of is no explanation of the fact that the bulk of the trade in French colonies falls into the hands of foreigners, for the latter are no less affected by the prevailing red-tapeism than Frenchmen themselves. The explanation is found in the fact that the French do not possess the commercial instinct which has led to the extension of the colonial empire of Great Britain. British colonisation invariably follows private initiative. The French reverse the process; they take possession of a territory first and expect the trade to follow. What trade does follow, however, is mainly developed by British merchants and, in a less degree, by Germans. This is distasteful to the French, who are not unnaturally disappointed at finding the trade of the colonies they have established by more or less expenditure of blood and money falling into the hands of foreigners. The question then arises whether, finding that Frenchmen are incapable of availing themselves of the advantages afforded by their colonies, it is worth their while to go on acquiring new territory in all parts of the world. As regards Tonquin, we regard the operations of the French with the most cordial approval. They will give the country a settled and just government in place of the arbitrary and tyrannical rule of the Annamese mandarins, and when the Songkoi is opened and rendered safe as a route to Yunnan there will be a considerable development of trade, but in that trade the French themselves will only take their natural share, which will be a comparatively small one. NAPOLEON called the English a nation of shopkeepers. As shopkeepers the French are the equals if not the superiors of the English, but as merchants they cannot stand comparison for a moment. Hence it is that French merchants occupy a comparatively minor place, even in French colonies.

We hear, by the steamer *Activ*, that there has been some firing on the outposts at Namdinh, and it is believed that the attacking party consisted of Annamites. The country above Hanoi is said to be flooded.

The Agent informs us that the Messageries Maritimes steamer *Sindh*, with the next outward French mail, left Saigon at 4 p.m. on Sunday, for this port.

There are now four steamers in quarantine, viz., the *Dale*, *Douglas*, *Namoa*, and *Chi Yuen*, the latter having arrived yesterday morning from Swatow, a port declared to be infested.

The Harbour Master received the following telegram from Manila at 3.25 p.m. yesterday:—"A typhoon is raging at the N.E. of Luzon, near the coast; its direction seems to be N.W. ¼ N."

We learn from the Agents (Messrs. Butterfield and Swire) that the Ocean Steamship Company's steamer *Deucalion*, from London, left Singapore yesterday afternoon for this port and Shanghai.

The French transport *Mytho*, Captain Lambal, from Toulon, arrived at Singapore on the evening of the 1st inst., and left the following afternoon for Saigon, having on board 939 military passengers for Tonquin, besides her own crew of 361 men.

The French gunboat *Lynx*, Captain Blouet, from Colombo, arrived at Singapore on the 1st inst. and left at 9 a.m. the next day for Saigon. The *Lynx* is a vessel of 400 tons, 77 men, and 4 guns. She was detained a long time at Colombo, owing to some defects in her machinery.

The *N. C. Daily News* of the 6th inst. says:—"The *Takasago Maru*, which was ashore near Middle Ground on Wednesday, got off the same night on the high tide and proceeded to Japan some time yesterday, her detention on the mud not having apparently caused her any injury."

We are informed by the owners that the steam-launch *Kowloon* is not sold, and we are requested to add that, in the event of her changing hands, the present owners will make due arrangements for carrying on the traffic to and from Tsim Tsa-shui now so punctually and rapidly performed by the *Kowloon*.

Li Chung-t'ang left Shanghai for Tientsin on the 5th inst. in the *Haean*. As the steamer which had been placed at his disposal late in the preceding afternoon left the wharf, a number of mandarin gunboats stationed at Pootung fired salutes. The hour of firing being so unusual, a number of people in the settlements thought it was the signal for the Volunteers to turn out.

On our front page we publish to-day the prospectus of the North Borneo Steamship Company, Limited. The capital is $200,000 divided in 2,000 shares of $100 each, and the Company has been formed to meet the requirements of merchants and planters of Sandakan Bay and the east coast of North Borneo, and facilitate the rapidly growing trade of that district. Full particulars will be found in the prospectus.

The one hundred and seventh anniversary of American Independence passed off quietly at Amoy (quieter than ever it was known to have done) without any display of flags at the flagstaff of the U. S. Consulate or the usual illumination and the burning of fireworks, &c., as had been the custom heretofore. The American missionaries have, we understand, celebrated the occasion by burning rockets, &c.—*Amoy Gazette.*

Return of visitors to the City Hall Museum for the week ending 8th July:—

	EUROPEAN.	CHINESE.
Monday	19	425
Tuesday	43	457
Wednesday	34	408
Thursday	13	295
Friday	closed	closed
Saturday	closed	closed
Sunday	none	none
	109	1,585

It will be remembered (says the *N. C. Daily News*) that with regard to the *Hochung-Lapwing* collision, it was decided in England that both vessels were to blame, so that each party paid half the total amount of the claims. By this decision, the C.M.S.N. Co. are entitled to a large sum of money, but up to the present time, the British Government has not paid over the difference. In consequence of this, a number of people are kept out of their money.

A correspondent of the *Courier* writes from Hankow on the 3rd instant:—"The steamer *Shanghai* is still ashore on the Wuchang side. The river was 39 feet high when she went up on the bank, and it has since risen two feet, but it will apparently require a further rise of three or four feet before it will be safe to renew the attempts to pull her off. Her forefoot is still entirely clear of the water. She does not seem likely to suffer any damage in her present uncomfortable position."

Telegraphic information was received at Nagasaki from Shimonoseki on the 28th June to the effect that the efforts to float the Mitsu Bishi Co.'s mail steamship *Sumida Maru* were succeeding beyond expectations. It was anticipated she would float on the following afternoon, after which it was proposed to tow her to Kamoma. As regards the cargo, also, salving operations have been attended with considerable success, the list taken by the steamer keeping a good deal of the sugar, of which the cargo was chiefly composed, out of reach of the water.

The *Straits Times* of the 2nd inst. says:—"Among the passengers who arrived yesterday by the B.I.S.N. Co.'s steamer *Madura* was Mr. J. S. G. Burnell, war correspondent of the London *Daily News*, who is *en route* to the seat of war in Tonquin, and will probably be leaving on Friday next. Mr. Burnell has thus the start of Mr. Cameron, the *Standard's* correspondent, who is on his way from Madagascar." Mr Cameron has been in Hongkong for some ten days, but has not yet thought it worth while to proceed to Haiphong, things being at present at a stand still there.

A fatal accident occurred to a coolie on Sunday evening while engaged in helping to remove Mr. Chiarini's circus from Bowrington down to the P. & O. Wharf, alongside which the steamer *De Bay* was lying waiting to take them on board. The deceased, Tang Ayeung, was one of a gang who were drawing the van containing the three tigers. Coming down the slope near the No. 2 Station a European in charge called out "chop chop" and they ran it down the slope; they reached the bottom all right, and amidst much yelling they were running the vehicle along, when the deceased, who was the nearest man to the waggon on one of the ropes, fell and the wheels passed over his stomach. He was removed to the Civil Hospital and attended by Dr. A. J. Wharry, the Acting Assistant Superintendent, but the man's injuries were such that he died about an hour afterwards. An inquest was held at the Civil Hospital yesterday afternoon, before the Coroner and Messrs. L. Mallory, C. F. Grossmann, and L. de Britto as jury, by whom a verdict of accidental death was returned.

The case of suspected starvation of a girl has terminated in the death of the girl, who died at the Civil Hospital yesterday morning. Dr. Wharry stated the causes of death to be natural, but whether death has been accelerated by neglect or exposure we are not as yet able to say. An inquest was opened at the Civil Hospital yesterday afternoon, and the Coroner informed the jury that he had ordered a *post mortem* examination to be made of the body, which had not yet been made. The case was one of importance, and he felt it desirable that more than one medical witnesses should give evidence; he had therefore requested that in addition to the medical staff of that institution, the Colonial Surgeon should take part in the *post mortem* examination, in case they might find it required. As the medical evidence was not yet ready, it would be as well to visit the spot where the girl was found and then adjourn till 2.30 this afternoon at the Magistracy. The Coroner and jurors then went to Wai Yum Lane, a dark narrow alley, leading out of Square-street. Here P.S. Butlin unlocked the ground floor of a house apparently untenanted, in which a number of coffins were stored; the place was quite dark, and having procured a lamp from a neighbouring house, the officer showed the spot where the girl was found lying on a piece of blanket on the damp earth floor. The place seemed a horrible dark hole to shut a sick person in, and one in which the person would not be likely to recover. A man living a door or two away has stated that last month two children were put into this place and died there. He said it was Chinese custom, and we believe the police do sometimes find sick children who have been put out among the rocks on the hillside, or at Kowloon, to die. Whether this child was put here to die in the same way is for the Coroner and jury, and after them, other authorities, to decide, and no doubt the medical evidence will show whether this child's death was in any way due to or accelerated by its treatment.

Yesterday afternoon an inquest was held at the Civil Hospital before the Coroner and a jury composed of Messrs. L. Mallory, C. F. Grossmann, and L. de Britto, on the body of a prostitute named Chan Amui. The deceased was an inmate of a brothel in Caine-road, and was about twenty-three years old. On Sunday night, about ten o'clock, a man named Li Awa, a friend of hers, went to visit her, and found her lying in an unconscious state upon her bed. He called for assistance, and as it was believed she had taken opium, a quantity of mustard and water was administered to make her vomit, but without effect. The police were also called in, and the sufferer was removed to the Civil Hospital, where the stomach pump was brought into use on the woman, and every possible remedy tried, but the poison had been in operation too long, and had passed into her system. She died about half an hour after her admission. A *post mortem* examination showed that her brains, lungs, liver, kidneys, and spleen were very much congested, and though no opium could be found in the stomach, the symptoms were such as indicated narcotic poisoning. The mistress of the brothel thought the cause of the suicide was that the deceased had a sweetheart who left the colony for California last year, and she had recently been told that the man had died there. The jury returned an open verdict of death from narcotic poisoning.

Yesterday an absurd story among the Chinese had the effect of crowding the Magistracy compound and Arbuthnot-road with some hundreds eager to see a prodigy said to have been captured by the police. The origin of the sensation seems to have been that three women were arrested on a charge of kidnapping, one of whom bears a name, or a nickname meaning in English the great rat. As she was being taken to the Station, some people who knew her raised a cry that the police had arrested the great rat. A number of persons, who were unaware of this woman's title, were seized with an impression that the police had captured some extraordinary rat, and the most absurd rumours went about with great rapidity, causing the crowding at the Magistracy we have mentioned. One story had it that a monster rat had been captured weighing twenty-six catties, and another story was that the creature was a rat fairy, a marvellous animal which had, among other powers, that of changing itself into any form it pleased. It was believed that when arrested the rat fairy was disporting under the form of a huge rat with a woman's head, and the beast was going to have its pranks put an end to by the magistrate, who would stamp his seal on it, and then it would have to remain in the same form in future, no further change being possible. The police and the officers of the court could not clear off the crowd, who choked the court and its entrances and kept up an incessant noise in the hope of seeing the rat. His Worship, through the interpreter, informed them that no such rat had been caught. The crowd received the statement with incredulity, and hung about the court in gradually diminishing numbers long after the business was done.

The account given by the worthy Governor of Kuei-chow of his philanthropic endeavours to convert the Miao-tsz will no doubt (says the *N. C. Daily News*) be read with considerable interest by missionaries. To give Liu Ta-jên his due, it must be conceded that his task appeared in every sense a most hopeless one, owing to the extremely low state of civilisation existing among the aborigines. This was observable in many ways. They were in utter ignorance of the nature of Chinese literature, densely stupid, and of a fierce and savage disposition; indeed so depraved are they by nature that at first they actually regarded going to school as akin to official service. Truly, exclaims the Governor, their ignorance is pitiful! Their costume, also, was different from that worn by the Chinese, and a reform was necessary here. They had sunk to such depths of degradation as to have adopted crinolines, and were wont to twist their hair into a sort of horn which our translator has resisted the temptation to render "chignon," but which was no doubt an aboriginal counterpart of that once fashionable appendage. These they have now discarded, and appear with them to have abandoned their old prejudices against the only sensible and civilised dress in the world. The radical nature of this reform will be at once recognised on reading that originally they imagined that shaving the head gave them the plague—perhaps, rather, that it was a plague in itself—and that wearing clothes with seams tended to shorten life, which was disrespectful to their ancestors. It seems entirely due to the exertions of the Governor of Kuei-chow and his excellent coadjutor T'ao Mao-lin that these horned and crinolined heretics have been brought to a knowledge of better things, and now sit, shaved and in their right mind, at the feet of the village schoolmaster.

The London correspondent of the *Japan Gazette* says the following story is being repeated in London in Oriental circles about Sir Thomas Wade and Tso:—"Some time last year or the year before, when the latter was in Peking, the British Minister visited him on one occasion to make a formal complaint that one of his servants had been assaulted by one of Tso's train. There had, it appeared, been some quarrel between the two men, Sir Thomas Wade's servant got the worst of the fight, and his master now demanded satisfaction for this outrage. Tso took the matter very coolly; he said Yes; there had evidently been a fight, and his servant had beaten the British Minister's; by complaining the latter had now submitted the matter to Chinese jurisdiction to which both men were subject, and as it was hardly fitting that two busy officials like their excellencies should trouble themselves any further about servants' quarrels, he (Tso) would at once put the matter at an end by having them both beheaded the following morning, and thereby get rid of any cause for annoyance! This reply, as well it may, is said to have embarrassed Sir Thomas Wade not a little; he didn't want to be the cause of the death of two Chinese, one of them his own servant. He had commenced the mischief himself by complaining, and he was the only one that could remedy it. The cause of humanity prevailed, as one would have expected with him, and after a little hesitation and beating about the bush, he intimated plainly that he had never contemplated such a tragedy as the conclusion of his representations, and he desired Tso to abandon his intention of putting the men to death, and to take no further steps in the matter. It is not difficult to imagine the inward glow of triumph with which Tso replied that his excellency's wishes in that respect were law to him. No doubt the wily Chinaman went to rest that night with the consciousness that during the day he had worsted one barbarian; and Sir Thomas Wade must have returned a sadder and a wiser man, although he appears to have only his own impetuosity to thank for the position in which he was placed."

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH CO.'S LINE.]

LONDON, 7th July, 1883.

THE HOUSE OF COMMONS AND WOMAN'S SUFFRAGE.

The House of Commons has negatived the motion for woman's suffrage by 140 votes against 114.

THE NEW MINISTER TO JAPAN.

The Hon. F. R. Plunkett, Secretary to the Legation at Paris, has been appointed Minister to Tokio.

THE CHOLERA EPIDEMIC IN EGYPT.

Cholera is daily increasing and the doctors are convinced that it is epidemic.

CELESTIAL JOTTINGS.

Why do not the architects or builders of dwelling houses provide ventilation for the roofs, flooring, or other woodwork of houses by apertures admitting air from without? Instead of this they perforate floors and ceilings with numerous holes opening into the rooms in which people live, the consequence being that noxious gases (generated by decaying woodwork and the filth and rubbish which builder's men almost invariably leave under the floors) rise into the house from below, whilst centipedes, cockroaches, rats, mice and other vermin crawl down into the rooms from above, where, in the attics, they breed and increase unmolested, descending into the house to feed at night. In point of fact the aim of Hongkong architects in the past seems to have been to develop the most favourable conditions for the propagation of noxious vermin and the rapid decay of woodwork whilst insuring the greatest possible amount of discomfort and inconvenience to the inmates of houses constructed or designed by them. There is another point in the architecture of Hongkong buildings to which I would also respectfully call attention, that is the great poverty of design indicated by the prevalence of plaster or stucco ornaments plastered all over so many of our buildings. A properly-designed building should be beautiful in the arrangement and shape of its structural parts, deriving no meretricious aid, from what at a glance can be seen serves no useful purpose in the architectural design and is in fact no necessary part of the building, but merely added for the sake of ornament. In this climate especially these plaster ornaments are not only a nuisance and a positive danger from the fact of their constantly dropping off on to people's heads, but are also a constant source of expense from the frequency with which they have to be renovated, whitewashed, or renewed.

As I write these lines there are fully a thousand or more of the lower classes of Chinese crowding around the doors of the Central Police Station overflowing the Magistracy compound and blocking up the roadway at the junction of Hollywood and Arbuthnot roads, and extending thence in one dense, unbroken, gaping, staring, idiotic crowd up to the very railing of the Magistrate's Court. Nothing whatever unusual had taken place and there was in reality no assignable cause for all this commotion. Turning to some of the crowd I asked them what they had come up to see. Some said a "rat fairy," or immense rat weighing twenty-six catties, had been caught in Tung Man-lane the night previously; the creature could speak like a human being and the police having locked it up over night in the cells of the Central Police Station the creature was now undergoing an examination before the magistrate. This was the more general tale. Another story was that a woman had been arrested in the Tung Man-lane and falsely pretending to be a "rat fairy" (*Lo-shü Tsing* or * Іu-kwei*) was now being tried for the offence. Some other persons, probably more intelligent and half ashamed to repeat so very childishly incredible a story to a foreigner, told me that a phenomenally large rat had been caught in Tung Man-lane and that two Chinamen were disputing about the ownership of it, and hence all the excitement. This little episode shows us how very childish, and credulous the Chinese in reality are; they swallow with avidity the most silly and incredible of stories and will not be convinced of their foolishness or argued out of their belief in these ridiculous tales. For instance, I have spent hours in trying to get Chinese to believe that we do not pay tribute to Russia for being allowed to remain in Hongkong. Almost all the boatpeople believe this and on being told anything to the contrary they fall back in triumph on the fact, which unfortunately cannot be controverted, that any little Russian gunboat makes more fuss and trouble and causes more firing of powder than half a dozen vessels of any other nationality. "A Russian gunboat comes every year to collect the tribute;" that is the tale which any Hongkong boatman will tell you, and the chances are that he will not believe you if you tell him anything to the contrary.

I have observed with indignation and disgust the frequency with which ignorant, unreasoning people abuse and vilify one of God's best and most bountiful provisions for the prolongation of human life by food. I allude to fruit, wholesome, life-giving, nutritious fruit. When was ever one single well authenticated case of cholera or even worms actually proved to have been caused by fruit? Unripe fruit, it is true, may occasionally contain the germs of various insects, but these are not such as would escape digestion; they are not formed to live as parasites in any part of the human organism, and I respectfully but firmly submit may be eaten with impunity. In writing this it must be assumed that I refer to fruit and the *inside* of vegetables; the latter frequently have their *surface* contaminated by dirty or impure water containing the germs of *Tenia* and perhaps other animal parasites with which the water has been polluted by the urine or fæces of dogs, pigs, bullocks or other animals. I do not believe that fruit either ripe or unripe is at all injurious. It is true that many kinds of unripe fruit contain astringent principles which may cause slight costiveness, and on the other hand rotten overripe fruit in a state of fermentation may somewhat upset the system in the other direction, but then rotten food of any other kind would probably be very much worse than rotten fruit. I do not think any person in this Colony has devoted more time or has more systematically investigated this question of the action of fruit on the human system than I have; and I again most emphatically protest against the abuse which has been so lavishly bestowed on fruit as the cause of cholera and other ailments.

A very fruitful and much overlooked and neglected cause of illness, especially that diarrhœa which when neglected becomes dysentery or cholera, as the case may be, is a chill in the region of the loins. People sleep at night with no bed covering at all and doors and windows open. Just immediately preceding the dawn, when the great sun, the source of all life and motion on this earth, has longest withdrawn his life-giving influence, when in fact human vitality is at its lowest, then comes a chill; the loins, as a rule, are, by reason of the short sleeping jacket, insufficiently protected and receive the full force of this chill; abnormal and unhealthy action is set up in the kidneys and other secreting organs, the bowels are deranged, and the person awakes feverish, ill, and with a bad diarrhœa, which in due course he ascribes to "that banana" or "those plums I ate yesterday." Never was a greater mistake, and never was blame or abuse more unjustly applied.

It may not be generally known that diarrhœa may with certainty be checked at once by common native sago (*Sha-kuk-mai*), which should be boiled with a little water until it assumes almost the consistence of bread, and then eaten in large quantity with a little salt. Sago cooked in the ordinary manner, liquid, or even so "thick that the spoon will stand upright in it," is comparatively useless. Two cents worth of *Sha-kuk-mai* requires about a quarter of a pint of water, and this after boiling will assume the proper consistency.

POLICE COURT.

9th July.

BEFORE MR. H. E. WODEHOUSE.

ROBBING AN EMPLOYER.

Sung Acheung, house coolie, employed by Messrs. Rose & Co., of Queen's Road, was brought before the court on a charge of stealing $20 in notes, the property of his employer, on the 4th inst.

Miss S. D. Ford, assistant to the prosecutors, stated that the prisoner had been with Rose & Co. about three months. On the 30th June witness gave the prisoner a $5 note to change, and the man took the note but was never seen again.

Mrs. Janet Harmon, carrying on the business of Messrs. Rose & Co., stated that on balancing up on the 2nd July she found she was $15 short, and three or four days before she had found everything correct. Witness was in the habit of banking every few days, and the money collected in the interval was put into a desk in her bed room, which she kept locked, and of which she kept the keys. On the 30th June, she happened to go down leaving the key in the desk, and it was left so for some hours, and when she took the key out she did not look to see whether anything was gone. This was the same day that the prisoner disappeared with the $5 note. He and the boy both had access to the bedroom. The $15 must have been taken at this time.

The prisoner was sentenced to two months' hard labour.

LARCENY.

Leung Yau Chai, boatman, was brought before the court on a charge of being concerned with two others not in custody in stealing an iron anchor, value $5, on the 8th inst.

A man named Li Afuk sold a fishing junk at Yau-ma-ti to one Chung Chau Wo, but there was an anchor on board not included in the bargain. The prisoner, an employé of Li Afuk, went to the junk on Sunday, and by representing that his master had sent him for the anchor he got possession of it. He had no authority to take it.

Sentenced to six weeks' hard labour.

Cheung Aming, widow, was sentenced to six weeks' hard labour for stealing six keys, valued at 50 cents, the property of Pedro Collaço, bill collector, of 122, Queen's-road East.

Leung Fuk, seaman, admitted stealing a small boat from a junk at Mong Kok Tsui, valued at $5, on the 8th inst., and he was sent to gaol for six weeks.

CHARGE OF KIDNAPPING.

Three Chinawomen were brought before the court charged with bringing a girl twelve years of age into the colony for an unlawful purpose, on or about the 31st May.

The girl in question is the daughter of a woman named Tsing Atsam, a dealer in cinnamon, living at Tung Kun, in Annam. On the day in question the girl left her mother's house to go to that of her grandmother in the same village, and was not seen again there. After a time the mother heard something, which did not appear in evidence, which led her to come to Hongkong in search of the first prisoner, who belonged to the same village as she did and the girl. She came to a mat packer, who was a clansman of hers named Tse Alik, and with his assistance the first prisoner was found. The woman at once admitted taking the girl away, and said she had received $30 for her share in the sale of her, and she also promised to get her back. While they were quarrelling, a lokang came up, and took the case in hand. The women took them to a house in Station street in which the two other prisoners and her missing daughter were. These women also admitted being concerned in the sale of the girl, and began to hand up as much as they had left of the shares they had received from the sale of the girl, and mentioned other women who had also got a share.

The case was remanded, bail being allowed in two sureties of $250 each for each prisoner.

BEFORE CAPT. H. G. THOMSETT, R.N.

DRUNKENNESS, &c.

Alex. Cunningham, unemployed seaman, was brought up charged with having been drunk, disorderly, and assaulting the police in the execution of their duty, on the 7th inst.

The defendant, who had been indulging too liberally in fire water, went to a hawker's stall in Queen's Road West, and helped himself to a number of laichees, for which he declined to pay. He then became uproarious, and smashed some crockery on the stall. A lokang arrested him but the constable gave no evidence of having been assaulted.

The defendant said he was drunk, and did not recollect what had happened.

Fined $1, and ordered to pay 30 cents amends to the hawker, or in default five days' imprisonment.

BEFORE BOTH MAGISTRATES.

POCKET PICKING.

Chun Afuk, coolie, and Li Asam, hawker, were brought before the court, the first charged with stealing a silver watch and chain, value three guineas, from the person of a carpenter named Leang Achu, and the second with aiding and abetting the robbery.

The complainant was walking in Queen's-road, on Sunday afternoon, when he saw the two prisoners and another man coming towards him. The first prisoner knocked against him, and then passed round on one side, and as he did so, complainant felt his purse touched. He seized the man and then saw him hand over his watch and chain to the second prisoner. His friend seized the second man, but he passed it on to the third who got away with it. Besides the watch and chain a $5 note and two $1 notes were missed. The two men were handed over to the police.

Each prisoner admitted a previous conviction, and they were both sentenced to a year's hard labour.

FOOCHOW.

We regret to hear that there is every probability of a famine arising in the Northern districts; the rice and potato crops at Ou Han, and Ching, having completely perished during a long drought. These localities being very far inland, irrigation is impossible.

We learn that during one of the three fires which we noticed in our last issue, an inmate of one of the houses destroyed, met with a strange death. It appears that being unable to obtain egress from the premises, owing to the density of the flames, he descended a well. On search being made two days afterwards, the unfortunate man was discovered in a state of asphixia, and upon being rescued, only survived for about an hour.

Snake stories are usually looked upon with such grave suspicion, that we seldom allude to even the existence of these reptiles in the Fokhien province, although their name is really "legion," and genus large. During the recent thunderstorm, the lightning struck a large tree in the vicinity of the settlement, and, upon examination, a monstrous snake was discovered in the interior. According to the Chinese version, the size of the head of the brute alone is greater than that of the sea serpent which we so frequently hear of; but having visited the *locus in quo*, and examined the animal, we are in a position to give a fair description of its dimensions. The length was about eight feet; width of head three inches, and was of the boa-constrictor tribe, and not of the very venomous class.—*Herald.*

PORTUGUESE EDUCATION IN HONGKONG.

In a letter to the *Macaense*, Dr. Corte-Real, one of the most energetic and sensible public functionaries of the neighbouring Colony, drew the attention of the Portuguese Government to the urgent necessity of having a Portuguese school in this Colony, and offered several suggestions for the attainment of that *desideratum*. The convenience of Portuguese children being taught their national language and literature is a question generally admitted. But the main question is whether a Portuguese school, if established, will receive the necessary support. We think not. Since the establishment of this Colony, no less than five Portuguese schools have been started at different periods and they all died a natural death. At the present moment there are in the colony two private schools for both sexes, besides the one at the Italian Convent. Visitors to these schools can testify to the amount of support bestowed on them. The parents are ignorant of the fact that a knowledge of one's own language would materially facilitate the study of any foreign tongue, consequently they are afraid that the time taken up by learning Portuguese would retard their boys studying English, which is more useful to them. We can easily understand the position of the Portuguese parents. As a rule, they are poor and unable to permit their children remaining too long in school, so they are sent to St. Joseph's College to learn English, and as soon as they have a slender knowledge of that language they are employed in the mercantile and banking houses in Hongkong and at the Coast ports. Unless the parents can afford to let their children remain at least six years in school and to begin their education with the study of their own language, two things will surely be noted in the rising generation, namely, the total ignorance of the Portuguese and the superficial knowledge of the English languages. If a guarantee can be obtained from the parents that they will send their children to the Portuguese school for a stated time, its establishment might prove a success, otherwise we are very much afraid that all exertions in that direction will be fruitless.—*Catholic Register.*

VOLCANIC ERUPTION IN JAPAN.

The *Japan Gazette* is indebted to Professor John Milne for the following extract from a letter addressed to him by Captain Hubbard of the M.B. S.S. *Toyoshima-maru*, descriptive of an eruption of unusual extent and power at Shibetoro. The sight described by Captain Hubbard must have been grand and awful:—

It may interest you to know that in November last a volcanic eruption took place on the N.E. end of the island of Iterup. On June 1st I anchored at Shibetoro and the volcano was then active, dense volumes of smoke coming from it and darkening the sky in that direction. The volcano bore from our anchorage E.S.E. and the natives said it was about five miles from Shibetoro. At noon on the 2nd we noticed great signs of activity and in the vicinity of the eruption a heavy cloud of yellow haze darkened the sky, and as the wind increased from eastward, our decks and every part of the ship was covered with fine black sand and ashes. This continued through the night; a heavy rain squall about midnight washed off the ashes, but in the morning every part of the ship was black with the sand and ashes that no doubt came from the volcano. About noon this fall of ashes ceased, and all was clear over the land, and we then noticed that the smoke had considerably lessened.

From the 2nd until the 7th June but little smoke was seen. We left Shibetoro on the 7th at 4.30 p.m. bound to Hakodate and Shinagawa; rounding the N.E. end of the island we heard, about 7.00 p.m., a noise that we at first thought was distant thunder, but we soon found it came from the volcano and increased as we approached the point named (on the Admiralty chart No. 2,405) Cape Sewarosi. At 8.00 p.m. we had the cape abeam about three miles distant and soon after the volcano came into view: by 8.30 p.m. the roaring and noise was something terrific, and came in loud reports resembling the discharge of heavy artillery. At every report we could see fire, stones, and sparks thrown up several hundred feet making a grand sight. The roaring noise and reports we heard for two hours and saw the fire until midnight when I judged we were 50 miles from the volcano.

While at Shibetoro the natives told me the eruption is from one of the low hills and is not near the top of the hill, but a third the distance from the base of the hill. As nothing but smoke has come from it since breaking out, it gave no cause for alarm, but I fancy the terrible eruption we saw on the evening of the 7th June must have sensibly affected the settlement of Shibetoro.

COMMERCIAL INTELLIGENCE.

MONDAY, 9th July.

OPIUM.

Sales of New Patna at $612½, and Old quoted at $600. Of New Benares sales at $570, drug of high touch.

EXPORT CARGOES.

Per American ship *Great Admiral*, sailed on the 27th June:—For San Francisco—40,931 bags rice, 376 bags sugar, 332 bags tapioca, 190 bags beans, 185 bags pepper, 55 bags sago, 247 bales gambier, 1,155 rolls matting, 1,000 boxes oil, 890 pkgs. samshoo, 400 pkgs. soy, 88 pkgs. fire crackers, 118 pkgs. rattans, 808 pkgs. tea, and 9,446 pkgs. merchandise.

Per Danish brig *Fano*, sailed on the 7th July:—For Hamburg—285 pkgs. galangal, 628 pkgs. canes, 50 boxes cassia buds, 160 bales duck-feathers, 404 rolls matting, 1,050 cases preserves, 10 casks preserves, 99 cases oil, and 144 pkgs. merchandise.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/7¼
Bank Bills, at 30 days' sight...3/7¼
Bank Bills, at 4 months' sight 3/8
Credits, at 4 months' sight 3/8¼
Documentary Bills, at 4 months' sight 3/8¼

ON PARIS.—
Bank Bills, on demand 4.57
Credits, at 4 months' sight......4.66

ON BOMBAY.—Bank, 3 days' sight 223½
ON CALCUTTA.—Bank, 3 days' sight 223½

ON SHANGHAI.—
Bank, sight 72¼
Private, 30 days' sight...........73¼

SHARES.

Sales of Banks have been made to-day at 207 per cent. for the end of the month, and 211 per cent. for the end of August. Docks have been done at 58 per cent. for cash and end of the month, closing with buyers at this rate for cash. Hongkong Fires have been placed at the equivalent of $350 and 352½ per share. Other stocks remain unaltered.

Hongkong and Shanghai Bank Shares—165 per cent. premium.
Hongkong and Shanghai Bank Shares—New Issue—163 per cent. premium.
Union Insurance Society of Canton, Limited—$650 per share.
China Traders' Insurance Company's Shares—$2,700 per share.
North China Insurance—Tls. 1,500 per share.
Yangtsze Insurance Association—Tls. 1,060 per share.
Chinese Insurance Company, Limited—$230 per share ex dividend.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$120 per share.
Hongkong Fire Insurance Company's Shares—$352½ per share.
China Fire Insurance Company's Shares—$382½ per share.
Hongkong and Whampoa Dock Company's Shares—58 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$51 premium.
Indo-China Steam Navigation Co.'s Shares—15 per cent. discount.
China and Manila Steamship Company, Limited, —20 per cent. premium.
Hongkong Gas Company's Shares—$82 per share.
Hongkong Hotel Company's Shares—$160 per share.
China Sugar Refining Company, Limited—$208 per share.
China Sugar Refining Company (Debentures)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—$78 per share.
Hongkong Ice Company's Shares—$163 per share.
Hongkong and China Bakery Company, Limited —$82 per share.
Chinese Imperial Loan of 1874—Nominal.
Chinese Imperial Loan of 1877—Nominal.
Chinese Imperial Loan of 1878—2 per cent. prem.
Chinese Imperial Loan of 1881—1½ per cent. prem.

HONGKONG TIDE-TABLE.

10TH TO 16TH JULY, 1883.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time. h m	High Water. Height. ft. in.	Low Water. Hongkong Mean Time. h m	Low Water. Height. ft. in.
Tu.	10	m 1 17	2 8	m 6 16	1 1
		m 11 59	8 6	7 4 a	−0 5
W.	11	m 1 55	2 10	m 7 17	1 2
		0 31 a	9 10	7 57 a	0 0
Th.	12	m 2 37	2 11	m 8 30	1 4
		1 5 a	2 3	8 9 a	0 5
F.	13	m 3 23	3 1	m 9 54	1 9
		1 43 a	1 10	8 45 a	0 9
Sat.	14	m 4 11	3 3	m 11 27	1 0
		5 58 a	1 5	9 33 a	−1 0
S.	15	m 4 58	3 5	0 38 a	0 6
		7 30 a	1 4	10 27 a	1 9
M.	16	m 5 45	3 9	1 23 a	0 1
		8 30 a	1 6	11 24 a	1 5

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

July 9th.

Barometer—9 A.M.	29.913
Barometer—1 P.M.	29.881
Barometer—4 P.M.	29.828
Thermometer—9 A.M.	87
Thermometer—1 P.M.	83
Thermometer—4 P.M.	87
Thermometer—9 A.M. (Wet bulb)	80
Thermometer—1 P.M. (Wet bulb)	80
Thermometer—4 P.M. (Wet bulb)	80
Thermometer—Maximum	88
Thermometer—Minimum (over night)	83

CHINA COAST METEOROLOGICAL REGISTER.

July 9th.

BAROMETER, THERMOMETER, &c.	Hongkong: Previous day at 4 P.M.	Hongkong: On date at 10 A.M.	Amoy: Previous day at 4 P.M.	Amoy: On date at 10 A.M.	Shanghai: Previous day at 4 P.M.	Shanghai: On date at 10 A.M.	Manila: On date at 10 A.M.	Manila: On date at 4 P.M.
Barometer	29.84	29.86	29.90	29.73	29.84	29.80	29.90	29.81
Thermometer attached	89.0	87.6	91.0	84.0	90.0	81.0	81.1	84.0
Direction of Wind	SSE	S	SE	SW	SW	WSW	WNW	SW
Force	2	1	2	1	1	2	2	5
Dry Thermometer	89.5	87.0	—	—	89.5	80.5	85.5	85.3
Wet Thermometer	80.0	79.0	—	—	84.0	77.5	79.0	80.0
Weather	b.c.	b.c.	—	—	b.c.	o.c.	c.	o.c.
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, N. N.N.E., N.E., &c.
FORCE OF WIND.—0 calm, 1 to 3 light breeze, 3 to 6 moderate, 6 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent.
STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM COMMUNICATION DIRECT TO LONDON VIA MARSEILLES.

COMMENCING with the Mail leaving Hongkong on the 21st June next, and until further notice the Company's Steamers will proceed to LONDON, viâ COLOMBO, calling at MARSEILLES en route.

The time occupied on the passage to LONDON consequent on this change of route will be increased by a few hours only as the vessels will not call either at MALTA, GIBRALTAR or PLYMOUTH.

PASSAGE.

The rates to MARSEILLES will be the same as to the Italian Ports and RETURN-TICKETS will be granted on similar terms.

For Further Particulars as to Freight and Passage, apply to

E. L. WOODIN,
Acting Superintendent.

Hongkong, 15th March, 1883. [538

NOTICE.

THE HANG YUE Tea Shop of Canton, Honam, Pak Hook Chau, hereby notify that they have specially traded in Hang Mee Scented K'o Lo Tea, Cheung Choon Rose Scented Tea, and the superior Cheung Choon Sonchong Tea, for more than twenty years, and have won a high reputation together with the constant and steady support of their Customers but recently some unprincipled persons at Macao, Kong Moon, &c., have imitated their trade mark and under it have palmed off tea of inferior quality, so in the year 1879, in order to guard against this fraud they added foreign characters on the wrappers inside and on the matting outside the boxes. They furthermore beg to intimate that the Chinese letters painted in the box and the colours of the wrappers are changed every year, in order to avoid imitation by the fraudulent dealers. This notice is published for the information of the public.

To prevent imposition our Customers are earnestly requested to see that our Trade Mark is clearly printed outside and inside of each box.

The above shop has no branches in other places except in Canton, Honam, Pak Hook Chau.

PING HEUNG SHE,
Canton.

1203]

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PANORAMAS OF HARBOUR from Kennedy Road.

PANORAMAS OF HONGKONG from Kowloon &c., &c.

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UNDERTAKERS,
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6, QUEEN'S ROAD EAST. [24

PORTLAND CEMENT,

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.

Hongkong, 11th April, 1883. [1155

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UNIVERSAL LIFE ASSURANCE SOCIETY.

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INSURANCES Effected for Life or Short Periods; on Joint Lives; and on the limited payment system.

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Hongkong, 7th December, 1882. [16

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OF WHICH IS PAID-UP ... £100,000 Sterling.
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HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [12

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ¼ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 20th May, 1881. [2

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"LEONHARDI QUELLE."

NATURAL GERMAN SELTZER WATER.

Bottled at the Seltzer-Spring near Gross Karben, in Cases of 8 Dozen Pints, $8.50 per Case.

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Hongkong, 31st January, 1883. [875

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WOODBERRY COTTON CANVAS, Nos. 1 to 10.
WOODBERRY RAVENS DUCK, 8, 10 12 oz.
U. S. HAMMOCK DUCK, 42 inches wide.
AMERICAN COTTON DRILL.
COTTON TWINE—5, 6, 7, 8, Fold.
HENRY'S CANVAS, No. 1.

WILLIAM DOLAN,
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Hongkong, 22nd June, 1883. [1204

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GEORGE GOULET CHAMPAGNE

CARTE D'OR, in Cases of 1 doz. Quarts.
Do. Do. 2 doz. Pints.

We state with pleasure that the brand of GEORGE GOULET & Co. has come up remarkably well during the past year, the quantity imported (7,127 Cases) being the 6th largest out of 30 Brands on the list; we wish this house a continuation of this well deserved prosperity.—(Extract from *Bonfort's Wine and Spirit Circular*, January 10th, 1882.)

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"GLENGARRY" OLD SCOTCH WHISKEY,
In Cases of 1 dozen Quarts, $6 per Case.

JOURNU FRERES Celebrated CLARETS,
CHATEAU BELAIR, CHATEAU SOLLBERG.

PUSTAU & Co.,
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Hongkong, 3rd October, 1882. [1270

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Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.

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Hongkong, 28th August, 1882. [425

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MANILA	Jorge Juan (str.)	Thebaud	Hongkong	Russell & Co.	To-day, at 4 P.M.
SWATOW AND BANGKOK	Rajanattianuhar (str.)	W. Y. Hunter	Hongkong	Yuen Fat Hong	On 12th inst., at 10 A.M.
SWATOW, AMOY, & F'CHOW.	Namoa (str.)	Westoby	....	Douglas Lapraik & Co.	On 15th inst., Daylight.
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Hongkong, 5th May, 1883. [892

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Hongkong, 6th April, 1883. [684

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Hongkong, 9th March, 1883. [496

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GODOWN at West Point 4,000 tons capacity.
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Also, With Immediate Possession.

HOUSE No. 3, in the same Terrace.

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Hongkong, 16th May, 1883. [963

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TO LET.

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Hongkong, 10th April, 1883. [712

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Nearly opposite the Hongkong Hotel. [62

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FOR SALE.

CHAMPAGNE, 1874

HEIDSIECK & Co.'s
MONOPOLE.

CARLOWITZ & CO.

Hongkong, 1st July, 1881. [1259

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A GUNBOAT'S BATTERY of 3 30-POUNDERS DAHLGRENS STEEL RIFLED GUNS (of very long range); and 2 24-POUNDERS BRONZE HOWITZERS, all on carriages, with a quantity of Shot, Shell and Grape Shot. A Powerful STEAM LAUNDRY as good as new with about 5 tons of BAR SOAP; 3 New Gunboat's BOILERS, 20 H.P. each, tested to 180 lbs. to the square inch; 7 VERTICAL BOILERS, from 5 to 12 H.P.; 7 ENGINES, from 5 to 12 H.P.; 1 new CENTRIFUGAL PUMP, discharges 5,000 gallons of water per minute; 1 PORTABLE JIB CRANE 450 fathoms CHAIN CABLE, from ¾ to 2 inches, and a 5-Oared LIFE BOAT WHALER, by White of Cowes, as good as new.

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1920]

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SIEMSSEN & Co.

Hongkong, 26th March, 1881. [20

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FIVE Hundred to Six Hundred Tons COKE and COAL TAR in lots to suit from one ton upwards.

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230, Praya West.

Hongkong, 4th April, 1883. [668

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DAVID CORSAR & SONS'

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Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [21

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An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

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"JAPAN GAZETTE,"

YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.

Hongkong Daily Press Office,

Hongkong, 23rd May, 1877.

VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"MORAY,"

Captain Duncan, will be despatched for the above Ports on THURSDAY, the 12th instant, at THREE P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 9th July, 1883. [1304

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"CRYSTAL,"

Captain R. A. Darling, will be despatched for the above Ports on THURSDAY, the 12th instant, at THREE P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 9th July, 1883. [1305

FOR KUDAT AND SANDAKAN.

THE Steamship

"THALES,"

Captain Pocock, will be despatched for the above Ports, on FRIDAY, the 13th inst., at FOUR P.M., instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 9th July, 1883. [1302

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Jackson, will be despatched on or about the 14th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd July, 1883. [1136

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"BENVENUE,"

Captain Potter, expected here on or about the 8th instant, will have prompt despatch.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th July, 1883. [1276

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PA[QUEBOTS] POSTE FRANCAIS.

T[HE Company]'s Steamship

"[SIN]DH,"

Captain Lequerre, [wi]ll be despatched for SHANGHAI, shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, 9th July, 1883.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"GODAVERY,"

Captain Du Temple, will be despatched for YOKOHAMA, shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, 9th July, 1883.

STEAM FOR PORT ELIZABETH AND CAPE TOWN.

(Calling at SINGAPORE, MAURITIUS, NATAL and EAST LEONDON.)

THE Steamship

"ANERLEY,"

Captain Strachan, will have despatch as above.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 2nd June, 1883. [1266

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLARIG,"

Captain Clarke, expected here on or about the 10th instant, will have immediate despatch.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th July, 1883. [1283

FOR SAN FRANCISCO.

THE S/S L. I. I. American Bark

"ADOLPH OBRIG,"

Staples Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 9th June, 1883. [1127

FOR NEW YORK.

THE American Ship

"RESOLUTE,"

Nickels, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 18th June, 1883. [1172

FOR SAN FRANCISCO.

THE S/S L I. I. American Ship

"McLAURIN,"

Little, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 22nd June, 1883. [1211

FOR HAMBURG, DIRECT.

THE S/S L. I. I. German Bark

"H. UPMANN,"

Weber, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 31st May, 1883. [1050

FOR LONDON DIRECT.

THE A 1 Austrian Barque

"DIO FILI"

will have quick despatch.

For Fr[eight], apply to

G. R. LAMMERT.

[Hongkong], ... May, 1883. [1030

L[AMB]ROSE & Co.'s CELEBRATED LIME JUICE CORDIAL.

Sole Agents for Hongkong and China,

ARNHOLD, KARBERG & Co.

Hongkong, 19th November, 1881. [992

VESSELS ON THE BERTH.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF TOKIO," will be despatched for San Francisco, viâ Yokohama, on TUESDAY, the 10th July, 1883, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 9th July. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, 27th June, 1883.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO,

PONDICHERRY, MADRAS, CALCUTTA, AND ALL INDIAN PORTS, MAHE, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 12th day of July, 1883, at NOON, the Company's Steamship "PEIHO," Commandant Hernandez, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 11th July, 1883.

Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 11th July, 1883. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 30th June, 1883.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, AND LONDON;

ALSO

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "NEPAUL," Captain J. Reeves, with Her Majesty's Mails, will be despatched from this for LONDON Direct viâ SUEZ CANAL and usual ports of call, on THURSDAY, the 19th July, at FOUR P.M.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until TEN A.M. on the day of sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

CHEAP RESERVED ACCOMMODATION can be obtained in this Company's Steamers; for particulars apply at the Office.

N.B.—This steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Acting Superintendent.

Hongkong, 10th July, 1883.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship "AMERIQUE," Jouve, Commander, will sail on or about the 18th July, for MARSEILLES VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.

The Company has a forwarding Agency at Paris, 9, RUE DE ROUGEMONT, giving special facilities to Shippers.

Each steamer carries a Surgeon and Stewardess.

FARES	1ST CLASS.	2ND CLASS.
Hongkong to Marseilles	$390	$240.

RETURN TICKETS are now granted by the Steamers of this line available for the undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

	1ST CLASS.	2ND CLASS
6 Months	$520	$410.
12 "	560	445.

Special rates are arranged for families.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 27th June, 1883. [1237

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ADOLPH OBRIG, Am. bk., Staples.—Borneo Co.
CHANNEL QUEEN, Brit. bark, Lelacheur.—Ed. Schellhass & Co.
CHANDERNAGOR, Ger. bk., G. Sathre.—Chinese.
CITY OF TOKIO, Am. str., J. Maury.—P. M. S. S. Co.
CRUSADER Brit. str., Rowin.—Sooy Shing.
CRYS[TAL] Brit. str., Darling.—D. Sassoon, Sons & Co.
FRIEDRICH, German bark, Ulderup.—Wieler & Co.
HYDRA, Ger. bark, Binge.—Arnhold, Karberg & Co.
IDA, Ger. ship, W. Schneider.—Arnhold, Karberg & Co.
KONG BENG, Brit. str., R. Young.—Yuen Fat Hong.
LIVINGSTONE, Ger. bk., H. Steffens.—Siemssen & Co.
TETUAN, British bk., Hyne.—Wieler & Co.
TWILIGHT, Am. ship, Warland.—Adamson, Bell & Co.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [22

MAILS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Sindh*, with the next French mail, left Saigon at 4 a.m. on the 8th, and is due here on the evening of the 11th inst.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Peking*, with the next American mail, was to leave Yokohama on the 8th, and may be expected here on the 14th July.

STEAMERS EXPECTED.

The Scottish Oriental Steamship Company's steamer *Taichow* left Singapore on the 4th, and is due here on the 11th inst.

The N. I. S. N. Company's steamer *Compta* left Batavia on the 1st, and is due here on or about the 15th inst.

The O. S. S. Co.'s steamer *Deucalion*, from London, left Singapore on the afternoon of the 9th, and may be looked for here on or about the 15th instant.

The steamer *Venice* left Sydney on the 27th June, and is due here on or about the 24th July.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Manila.—Per *Antonio Munoz*, to-day, the 10th inst., at 11.30 A.M.

For Manila.—Per *Jorge Juan*, to-day, the 10th inst., at 3.30 P.M.

For Swatow, Amoy, and Foochow.—Per *Namoa*, to-morrow, the 11th inst., at 11.30 A.M.

For Straits and Calcutta.—Per *Moray* and *Crystal*, on Thursday, the 12th inst., at 2.30 P.M.

For Kudat and Sandakan.—Per *Thales*, on Friday, the 13th inst., at 3.30 P.M.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet CITY OF TOKIO, will be despatched on TUESDAY, the 10th July, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 P.M., Registry ceases.
2.30 P.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET.

The French Contract Packet PEIHO, will be despatched on THURSDAY, the 12th July, with Mails to and through the United Kingdom, and Europe, *via* Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Egypt, Malta, Gibraltar and Mauritius.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents until time of departure.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

MONEY LETTERS.

Public attention is called to the following extract from the Hongkong Postal Guide, Paragraph 69:—

"The Post Office declines all responsibility for unregistered Letters containing Bank Notes &c., and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters."

LOCAL AND INDIAN PARCEL POST.

1.—Small Parcels may be sent by Post at Book Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5lbs., nor be smaller than 3 in. by 2 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, *Parcel, containing no letter*, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

RATES OF POSTAGE.

Letters, per ½ oz.	10 Cents
Post Cards, each	3 Cents
Books, Patterns, and Commercial Papers, per 2 oz.	2 Cents.
Newspapers & Prices Current, each	2 Cents.
Registration	10 Cents.
Do. with return receipt	15 Cents.

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 Cents.

TEA MUSTERS.

Persons who send Musters of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to be bulged in.

4 by 3 by 1½ inches is suggested as a good size. The tins should not have sharp corners.

SOLDIERS' AND SAILORS' LETTERS.

1.—Privates in H.M. Army or Navy, Non-commissioned Officers,* Bandmasters Army Schoolmasters (not Superintending or First Class) Writers or Schoolmistresses may send half-ounce letters to the United Kingdom by mail at the rate of four cents (twopence) each, which may be prepaid either in Imperial or in Hongkong Stamps. By private steamer the postage is 2 cents (one penny), which is also the general rate of Postage on Soldiers' and Sailors' letters sent elsewhere.

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—Private steamers leave Hongkong for London about every ten days.

4.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.

5.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full. If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.

6.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, viz.:—Conductor, Gunner, Boatswain, or Carpenter.

EXTRACTS.

ANY MAN TO HIS BLACK AND TAN.

I have a dainty playmate, dear
As is none other to me here
Of my own clan;
A brass-girt collar decks his throat,
And shines like his glossy coat
Of black and tan.

Companion of my lonely walks,
He trots beside me oft, and talks
As best he can;
Then, wild with sudden glee, will rush
And bark defiance at a thrush,
Ho! black and tan!

Across his puzzled brain there throng
Confused ideas of right and wrong;
He has no plan
Of conduct for his daily guide,
The god he worships dwells inside
His black and tan.

But should the world from me forbear,
And with unseasonable stare
Some weakness scan,
One faithful heart, I know, would ache,
Were I with life for aye to break.
Ah! black and tan!

You're very human, little friend,
I wonder if perchance you end
Where I began?
Maybe, I used to prank and bark,
And my complexion (save the mark!)
Was black and tan.

Maybe, we're not so far apart;
Where is the point from which I start
To be a man?
Come, shake a paw, and let us think
If we can find this missing link,
My black and tan!

COTSFORD DICK.

BRAZIL AND ITS COFFEE PLANTING INDUSTRY.

The following descriptions are from a work recently published—"Wanderings South and East"—and they give a very vivid idea of Rio town and district. It will be observed that Darwin was as enthusiastic about Brazil as Haeckel was lately over Ceylon:—

. . . "Every form, every shade, so completely surpasses in magnificence all that the European has ever beheld in his own country, that he knows not how to express his feelings."—*Darwin.*

It is the calmest, stillest night in all the year, the loud rattle of our cable chain has just ceased, and we are at anchor in the bay of Rio de Janeiro. Across the harbour lies the great city, shining with a hundred thousand lights; here dotted among the hills, and there in long even rows down by the water's edge. Mountains loom vaguely in the star light, blotting out a hundred constellations; there is a hushed rippling sound upon the water, and the lights shoot across its surface, now in bright spangles, now in waving lines towards us from the shore. We are on the eve of a great experience—the experience of beholding Nature's fairest handiwork.

The sun rises gloriously some hours later, and we are on deck again to catch the first glimpses of Rio's bay. What can I say of it in the early morning's sunlight as it breaks upon me? How beautiful a scene it is! Its rich green hills, its barren rugged peaks, its thickly clustered houses! What peaks! where are any else so fanciful? What hills! where are such slopes of green, so rich and varied? What groups of villas! hundreds and hundreds of them glistening amongst the green, now in great masses, now wandering away amongst the hills. See, away above the town, the strangely-shaped peaks and precipices one behind another. See again, amongst the islands of the bay, the same strange peaks and rocks. See once more, far off there in the west, that great wall of Organ Mountains, with their serrated crests, like organ pipes, cutting the blue sky. See near again, less striking hills and islands, but all as green; and forts and piers and palm-filled gardens, and low and fern-hung rocks. See, nearer still, the blue smooth water, and a hundred boats swarming around us, as all the world over, so at Rio. I recall memories of Sydney Bay, and Smyrna, and Stockholm and Stamboul, the Min river, too, in China, and the harbours at Hobart Town and Wellington, and San Francisco's Golden Gate, and Turkey's Bosphorus and Naples' Bay. Enough surely there is in those of the beautiful in land and town and bay, but I can recall, charm I never so wisely, no bay like this Brazilian Rio, far or near. There are here the little coves and bays of Sydney, and green hills of that far east and all the glories of the tropics, and the blue water of the Bosphorus, and the rugged peaks of Smyrna, and the quaint church domes and castle battlements of Genoa, and the broad open amphitheatre of hill walls of Wellington; but the magnificent completeness of no other place, for none other is there so exquisitely perfect. It is the monarch of all scenery, the greatest combination imaginable of Nature's wildest glories, this peerless bay of Rio in Brazil. There is such variety, as I have tried to say, the utter peacefulness at sunrise, of the western end, where one might dream of paradise, and endless summer days, and lotus-eating lives and perfect rest. The grand and boisterous glory of the entrance, with Sugar Loaf and Gavia and Corcovado looming near, and affording endless temptation to mountain-climbing minds; the noisy, hurry-scurry wonders of the great city itself, from every street of which one has a view worth crossing Europe for; the less distracting suburb scenery all round the town; the great broad-spreading views from mountain ridge a dozen, twenty miles away; what have you not in Rio to delight the eye, where all of Nature's grandest work seem to converge in one sublime and mighty whole?

One must be excused for using strong superlatives in such a country as Brazil; the whole country is superlative, rich, and green, and beautiful. We rode some distance the next day, crossing the hills at a different point from the road of the night before, and, sending our horses back, walked down the range, and into the town by another route. The head of this pass is called the Chinese view, on account of Chinamen being employed upon the road. It is thought to be the finest view near Rio, and certainly appeared to us quite unsurpassable:

"When for a mile or two we thus had gone,
The mountains opened wide on either hand,
And lo, amid those labyrinths of stone
The sea had got entangled in the land,
And turned and twisted, struggling to get free,
And be once more the immeasurable sea."

We reached Petropolis in the evening after the most delightful drive, and were very comfortably lodged at quite a pretentious hotel. Petropolis is the royal suburb. Here the Emperor flies from the summer of Rio. Here also the diplomatic people have their hot-weather houses. The air is keen and the scenery in every direction superb. It is 2,900 feet above the sea, and the nights are cold, and even frosty. The town is most German in appearance, having, indeed, been founded by immigrants of that nationality; a stream runs down the centre of the Main Street, and trees are planted along its banks, and here and there a garden is laid out. Fuchsias sixty feet high, and the universal tree-fern, and poinsettias a foot in diameter, however, remind us we are in Brazil. The Germans have given up settling in any numbers in this part of the country, but to the south, in the Rio Grande district, there is still a very large annual immigration from Bremen, Hamburg, &c.

We started, literally at the first streak of dawn on the following morning, in a real old English coach drawn by four splendid mules, to drive along the great high road to Entre Rios. Our way lay through a very hilly country, not mountainous, but simply covered, if one may use such an expression, with hills all wonderfully alike. The road winds in and out amongst the valleys, and a capital road it is, comparable with any in Europe or elsewhere. We made the journey, seemingly with great ease, of forty-five miles in five hours, employing six teams. We were often as many as twelve outside, and yet the mules were always up to their work.

Coffee, coffee everywhere; whole forests cleared away to make place for coffee, whole hills close shorn for coffee; coffee above on the right, and again below on the left; coffee along the valley, and on the hill-brow, and down the slope, and up the rise; coffee drying in the sun on flat open floors in front of peasants' houses; coffee in little piles near the cottage doors, or in sacks ready for carting; waggon-loads of coffee being drawn toilfully along towards the railway; coffee too in little cups on the counters of the wayside inns; in fact, everywhere coffee! It is deplorable to see the awful destruction of vegetable life in the production of this berry. The virgin forest is burnt and the hillside disfigured with smouldering logs and stump. The lovely valleys are stripped clean, and coffee reigns supreme over hill and dale. "Agassiz convinced himself that this rich country had been swept by glacial action, and that the most successful coffee plantations were found exactly where the movements of ice had most enriched the soil by transportation and mixture of its compound elements." The glaciers surely then worked to some purpose. The production of coffee in Brazil has now reached twelve millions sterling worth a year. Half the supply of the entire world comes from these hills, which are said to produce no less than 200,000 tons per annum.

Pleasant hamlets line the road at intervals, and prosperity is generally observable. Now a village school, where are clean and neat children; now some rich planter's villa large and barrack-looking, now shaking off the coffee for a mile, we catch a glimpse of the old primeval forest glory, with some fine crag or bold hillside, untouched or even untouchable by the planter's destroying hand.

We took the railway when our coaching was done, and ran through more coffee country, and then changed on to the main line, known as the Pedro Segundo railroad, and commenced our journey over the mountains and back to the western side of Rio. The crossing of the "serra" is a great engineering work, abounding in sharp curves, passed through quite indescribable marvels of forest scenery, ferns, shrubs, and flowers and creepers, all mixed in wildest entanglement. Great open views, too, may be had from the Organ Mountains' crest, across the lower hills, beyond and away to the broad Atlantic.

BRADLAUGH AS A "ROYAL DRAGOON."

In the chatty, unpretentious, but uncommonly readable reminiscences of General De Ainslie, just published by Messrs. Blackwood & Sons under the title of "Life as I have found it," we come across the following little known incident in Mr. Bradlaugh's career. General De Ainslie says:—"A certain Charles Bradlaugh, who goes about the country seeking notoriety, and, I am told, even a seat in Parliament, was a private in the 7th "Princess Royal's" Dragoon Guards, under my command, from the 17th Dec., 1850, when he enlisted, and shortly afterwards joined the Newbridge Barracks in Ireland, to the 14th Dec., 1853, when he purchased his discharge. His military career was by no means brilliant, for it very soon appeared that his qualities did not lie in that direction, especially as a horseman, since it was the month of Oct., 1852, ere he could be dismissed from the riding-school—nearly two years! Being so poor a dragoon, and possessing a fair classical education, he was employed for some time in the garrison school at Ballincollig."—*Literary Notes in Daily Mail.*

CIGARETTE SMOKING.

Sir Henry Thompson, in a letter to the *Lancet* of June 2nd, says:—I think I might, if permitted, offer you a practical hint of some value in connexion with cigarette smoking, which I think is not altogether appreciated by the author of your notes on the subject. First, the cigarette, without a mouthpiece, is really never smoked more than half-way through in the East, where cigarettes are very cheap. It is well understood there, as it is by all practised cigarette smokers, that every inhalation from a cigarette slightly deteriorates in quality from the first. A small deposit of the very offensive oil of tobacco is deposited in the finely cut leaf, which acts as a strainer, and intercepts the deposit as it passes. Very little of this arrives in the smoker's mouth if he stops when half is consumed. I have seen many oriental smokers who consume no more than a third. Turkish ladies, for example, as I have had personal opportunities of observing at Constantinople, will smoke fifty or upwards in a day, but, I need scarcely say, only in the manner I have described. Secondly, if a cigarette with a card mouthpiece is employed, the noxious matter may be intercepted by always introducing a light plug of cotton wool into the tube. If now the cigarette is nearly consumed, a considerable quantity of brown and very offensive matter will be found in the cotton wool, from the evil of which the smoker is thus preserved. Thirdly, some years ago, I designed a cigarette-holder or mouthpiece which opened transversely in the middle, disclosing a small cavity, which is filled with cotton wool. It would surprise many people, perhaps, to find that the result of smoking six cigarettes only in this tube is that this plug is saturated with a brown fluid like treacle, of powerfully offensive odour, and disagreeable almost beyond belief. The wool then requires to be changed, and in this manner the evil of smoking is very greatly diminished. Several of these were constructed by a well-known tobacconist close to your office in the Strand. Lastly, the maximum of pernicious influence which occurs through cigarette smoking is attained by the practice of inhaling the smoke largely direct into the lungs, where it comes into immediate contact with the circulation, and the toxic effect is so strongly perceptible after three or four consecutive inhalations, and so felt by a sensitive person to the very tips of the fingers. I have no doubt that the effect would in most cases be notably recorded by the sphygmograph. Such smoking is, of course, or ought to be exceptional. All the fragrance, with a little only of the toxic effect, is obtained by admission of the smoke into the mouth only, still more by passing it through the passages of the pharynx and nose; but it is the pulmonary inhalation referred to, often associated with cigarette smoking, and rarely with the pipe, which constitutes the chief mischief of the cigarette. I may say, in passing, that that well-known Oriental method of smoking, practised by means of the narghileh, in which the smoke, although drawn through water, passes invariably through the lungs, explains the powerful effects which sometimes unpleasantly surprise novices in its use. Smoked, then, simply, and with cotton wool interposed, I do not hesitate to regard the cigarette as the least potent, and therefore the least injurious, form of tobacco smoking. Without this precaution it may be made, although not necessarily, the most ready means of conveying the active principle of tobacco by means of smoke into the system.

INSURANCES.

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED TO ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company.
Hongkong, 9th May, 1881. [60

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorised to INSURE against FIRE at Current Rates.

GILMAN & Co.
Hongkong, 1st January, 1882. [18

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE, Secretary.
Hongkong, 27th March, 1882. [692

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LEUNG ON, Esq., President.
BAN HUP, Esq. | YO W CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.
HEAD OFFICE, No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [527

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.
Hongkong, 11th May, 1881. [16

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879. [1680

FORTUNA ALLGEMEINE VERSICHERUNGS-ACTIEN-GESELLSCHAFT, BERLIN.

CAPITAL PAID-UP ....Mk. 1,500,000.
RESERVE FUNDS ....Mk. 780,000.
ANNUAL INCOME ....18,771%.

THE Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.
Hongkong, 1st January, 1883. [1824

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS, Agents, Sun Fire Office.
Hongkong, 12th May, 1881. [15

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.
Hongkong, 16th November, 1872. [14

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 23th July, 1872. [13

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.
TONG KING SING, Esq., Chairman.
CHU YU CHEE, Esq. | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP YU TIN, Esq.
and ten others.
HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.

Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE, Secretary.
Head Office, Hankow Road, Shanghai, 1st June, 1882. [1102

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements .... at ½ % Net per Annum.
On First-class Godowns, & Merchandise stored therein .... at ½ % Net per Annum.
On Coals .... at 1 % Net per Annum.
On Petroleum in licensed Godowns .... at 1½ % Net per Annum.
On First-class Chinese Tenements .... at 2 % Net per Annum.
On Second-class Chinese Tenements .... at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [17

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [11

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January 1882. [958

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 9TH JULY, 1883.

COTTON GOODS.

American Drills, 30 yards, per piece	$3.05 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$88.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400lbs.	$98.00 to 105.00
Cotton Yarn, No. 33 to 42, per 400lbs.	$112.00 to 116.50
Cotton Yarn, Bombay	$78.00 to 79.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.55 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.23
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.00
GreyT-Cloths, 24yds. & 32in. 6lbs. p. pe.	$1.20 to 1.25
GreyT-Cloths, 24yds. & 32in. 7lbs. p. pe.	$1.35 to 1.70
GreyT-Cloths, 24yds 36in 8lbs. XO p. pe.	$1.80 to 1.85
GreyT-Cloths, 24yds 36in 8lbs. VV p. pe.	$2.30 to 2.35
GreyT-Cloths, 24yds 36in 8lbs. XX p. pe.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.78
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 23 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.23
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 500 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.22
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.05
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.35 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 15.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.70
Long Ells, MM Assorted, per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Lastings, DD, per piece	$12.50 to 18.20
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Road, per picul	$2.63 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.25 to 6.35
Lead, WB, per picul	$5.00 to 5.10
Lead, LB, per picul	$4.91 to 4.95
Lead, Hole Chop, per picul	$4.83 to 5.90
Quicksilver, English, per picul	$55.00 to 56.20
Quicksilver, American, per picul	$56.10 to 56.40
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$23.00 to 23.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$79.00 to 79.50
Birds' Nests, 1st quality, per picul	$1,050 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 310
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.00
Camphor, packed, per picul	$17.50 to 18.50
Camphor, Baroos, clean, per picul	$3,300 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,950
Cardamons, Superior	$125 to 128
Cardamons, Inferior, per picul	$22.00 to 23.00
Cloves, per picul	$35.00 to 36.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$23.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton Bombay, per picul	$15.83 to 16.30
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.00
Cotton, Shanghai, per picul	$16.50 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$17.50 to 18.50
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls.2.85 to 2.95
Dates, Red, per picul	Tls.2.25 to 2.35
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$39.50 to 40.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul.	$200 to 235
Ginseng, American, 2nd quality, p. picul.	$180 to 210
Hams, Ordinary, per picul	Tls.17.70 to 18.00
Hams, Superior, per picul	Tls.29.50 to 31.00
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$35.00 to 43.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$33.00 to 46.50
Mussels, Dry Siam large, per picul	$8.85 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 6.10 to 6.25
Peas, White, per picul	$2.05 to 2.10
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.53 to 1.55
Peas, Yellow, per picul	$1.84 to 1.87
Peas, Green Beans, per picul	$1.81 to 1.83
Pearl Barley, per picul	$6.50 to 7.50
Potatoe Flour, per picul	Tls.1.60 to 1.65
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,000 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 3,400
Rice, Siam, No. 1, per picul	$1.05 to 1.96
Rice, Siam, No. 2, per picul	$1.82 to 1.83
Rice, Siam, milled No. 1, per picul	$1.82 to 1.88
Rice, Siam, milled No. 2, per picul	$1.67 to 1.68
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.95 to 6.25
Seaweed, Green, per picul	$1.98 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$3.85 to 3.95
Sesamum, Black, per picul	Tls. 2.45 to 2.55
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 29.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.15 to 4.25
Pepper, White, per picul	$21.70 to 22.00
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$5.50 to 5.5·
Rattans, Bangar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.50 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 23.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.75 to 6.93
Sugar, Shek-lung, Brown, per picul	$4.25 to 4.30
Sugar Candy, Shek-lung, per picul	$8.90 to 9.06
Sugar Candy, Foochow, per picul	$9.65 to 9.70
Sugar Candy, Swatow, White, per picul.	$6.75 to 7.85
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.13
Wood Oil, per picul	Tls. 6.30 to 6.95
Window Glass, per box	$3.65 to 3.70

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ægean	July 7	Thomas	Brit. str	750	Tung Kee & Co	
Albay	July 9	Goddard	Brit. str	366	Douglas, Lapraik & Co	Taiwanfoo
Anerley	June 24	Strachan	Brit. str	1256	Douglas Lapraik & Co	Cape Town
Annam	May 12	Y. M. Tung	Ann. str	317	Order	
Batangas	July 4	John Ovieta	Span. str	116	Order	
Bellona	June 20	W. Schaefer	Brit. str	789	Siemssen & Co	
Benarty	July 7	Le Boutiller	Brit. str	1119	Gibb, Livingston & Co	
Brutus	July 5	Vogo	Ger. str	465	Wieler & Co	
Chi-yuen	July 9	Wallace	Chi. str	1193	C. M. S. N. Co	
City of Tokio	June 26	Maury	Amr. str	5079	P. M. S. S. Co	S. Francisco
Crusader	July 4	Rowin	Brit. str	647	Soey Shing	
Crystal	July 6	A. Darling	Brit. str	1707	D. Sassoon, Sons & Co	Calcutta
C. T. Hook	July 3	W. Jarvis	Brit. str	902	Thomas Howard & Co	
Dale	July 5	E. Allason	Brit. str	644	Jardine, Matheson & Co	
Douglas	July 5	S. Ashton	Brit. str	982	Douglas, Lapraik & Co	Coast Ports
Emny	June 30	Rementaria	Span. str	222	Remedios & Co	
Fame	—	Stopani	Brit. str	117	H. & W. Dock Co.	
Godavery	July 7	'Temple'	Fr. str	815	Messageries Maritimes	Yokohama
Hainan	July 7	W. Willis	Brit. str	290	Afong	
Hankow	—	J. Ogston	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	T.T. Benning	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Hungarian	June 29	Alison	Brit. str	984	Soey Shing	
Hwai-yuen	July 8	Wilson	Chi. str	984	C. M. S. N. Co	
Jorge Juan	July 7	E. Thebaud	Brit. str	522	Russell & Co	Manila
Kinkiang	—	Lefavour	Brit. str	1061	H.C. & M. Steamboat Co	Canton
Kiangchow	—	S. W. Goggin	Brit. str	288	H. C. & M. Steamboat Co	
Kow Shing	July 9	J. McClure	Brit. str	1354	Jardine, Matheson & Co	Shanghai
Lee Yung	June 19	Chun	Ann. str	150	Chinese	
Moray	July 5	Duncan	Brit. str	1437	Jardine, Matheson & Co	Calcutta
Namoa	July 8	G. Westoby	Brit. str	862	Douglas Lapraik & Co	Coast Ports
Pei-ho	July 9	Hernandez	Fr. str	2073	Messageries Maritimes	Europe
Powan			Brit. str	1342	H.C. & M. Steamboat Co	Canton
R'nattianuhar	July 6	Hunter	Brit. str	793	Yuen Fat Hong	Bangkok
Ruri Maru	April 21	Rose	Brit. str	89	Order	
Sea Gull	—	Haydon	Amr. str	48	C. Traders' Insurance Co	
Sherard Osborn	June 21	Worseley	Brit. str	875	E.E.A. & C. T'graph Co	
Spark	—		Brit. str	86	H. C. & M. Steamboat Co	Laid up
Thales	July 7	T. G. Pocock	Brit. str	820	Douglas, Lapraik & Co	Kudat
Wolle	July 8	E. Piper	Ger. str	393	Wieler & Co	
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao
Yangtsze	July 9	D. Casson	Brit. str	784	Siemssen & Co	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Adolph Obrig	May 29	H. Staples	Amr. bk	1449	Russell & Co	S. Francisco
Albyn's Isle	June 17	C. Burgess	Brit. bk	360	Gilman & Co	
Auguste	June 9	Le Breton	Fren. bk	858	Messageries Maritimes	
Belle of Oregon	June 6	E. Matthews	Amr. bk	1110	Borneo Co., Limited	
Bonito	July 8	H. Haase	Ger. bk	524	Wieler & Co	
Carl	May 24	Hansen	Siam. bk	535	Captain	
C. D. Bryant	May 23	Bretman	Amr. bk	929	Douglas Lapraik & Co	
Chandernagor	June 19	G. Suthge	Ger. bk	683	Chinese	
Channel Queen	May 18	Lelacheur	Brit. bk	609	Eduard Schellhass & Co	
Cheshire	June 29	Reynolds	Amr. bk	737	Borneo Co., Limited	
Chocorua	June 30	J. A. Locke	Amr. sh	1163	Captain	
Dio Fili	April 29	D. Bernetich	Aust. bk	627	G. R. Lammert	London
Elwell	June 30	Barston	Amr. sh	1461	Order	
Friedlander	June 14	Bellmer	Ger. sh	1584	Captain	
Friedrich	June 30	Uldorup	Ger. bk	676	Wieler & Co	
G. C. Trufant	June 15	Thomas	Brit. sh	1529	Order	
Gerd Heye	June 15	Ludewigs	Ger. bk	576	Ed. Schellhass & Co	
Guam	June 10	Marns	Brit. sch	290	Borneo Co., Limited	
H. Upmann	May 18	Th. G. Weber	Ger. bk	427	Carlowitz & Co	Hamburg
Hydra	June 14	Singe	Ger. bk	785	Arnhold, Harberg & Co	
Ida	May 17	Schneider	Ger. sh	1293	Arnhold, Karberg & Co	
Joe Rauers	July 3	Schroder	Ger. bk	839	Melchers & Co	
Karl	May 8	E. Kraeft	Ger. bk	382	Ed. Schellhass & Co	
Livingstone	July 9	H. Steffens	Ger. bk	531	Siemssen & Co	
Louisa	Jan. 2	Schierlach	Ger. sch	245	Captain	
Mathilde	July 1	Tonnlugale	Ger. sch	355	Captain	
May	July 5	Chas. Grant	Brit. bkn	237	Adamson, Bell & Co	
McLaurin	May 17	J. H. Little	Amr. sh	1330	Russell & Co	S. Francisco
P. S. Rurimann	April 21	Rose	Brit. sch	89	Order	
Ramier	June 28	Savary	Fr. bg	230	Carlowitz & Co	
Resolute	May 21	Nickels	Amr. sh	1645	Russell & Co	New York
Spartan	May 30	Vincent	Am. sch	85	W. H. Ray	
St. Ideue	June 5	J. Durand	Fr. bk	338	Carlowitz & Co	
Tek-li	June 15	Buckholdt	Brit. bk	390	Chinese	
Tetuan	June 11	Hyne	Brit. bk	438	Wieler & Co	
Three Brothers	June 17	H. Kahicke	Brit. bk	366	Chinese	
Twilight	June 8	Warland	Amr. sh	1263	Adamson, Bell & Co	
Undine	July 1	F. Kruse	Ger. bk	968	Melchers & Co	
Wm. Hales	July 1	Geo. F. Elliot	Amr. bk	834	Captain	

MACAO.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Yot-sai	—	Lefavour	Brit. str	115	H., C. & M. Steamboat Co	Canton

CANTON.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Yottung	—	—	Brit. str	286	Chinese	
Alva	May 11	E. de Souza	Port. bk	632	Brandão & Co	

SWATOW.

SAILING VESSELS.
IN PORT ON 2ND JUNE, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Frohlich	May 17	—	Ger. bg	360	—	
Helena	May 19	—	Brit. bk	556	—	Foochow
Hermine	May 23	—	Swd. bk	259	—	

AMOY.

IN PORT ON 6TH JULY, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Helene	May 1	Kossow	Ger. bk	250	Boyd & Co	
Wagrien	July 5	A. Dibbern	Ger. sch	179	H. A. Petersen & Co	

FOOCHOW.

IN PORT ON 30TH JUNE, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Annie	June 18	Moller	Ger. sch	345	Chinese	Tientsin

SHANGHAI.

IN PORT ON 4TH JULY, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Antwerp	June 28	Smith	Brit. sh	1030	Turnbull, Howie & Co	
Brenda	June 12	Kieffel	Brit. bg	291	Mackenzie & Co	
Chingtah	Aug. 10	Taylor	Chi. bk	472	C. M. S. N. Co	
Dartmouth	May 5	Flinton	Brit. bk	915	Melchers & Co	London
Diamond	June 24	Bicknell	Brit. bk	300	Siemssen & Co	
Dunfillan	June 11	Ritchie	Brit. sh	1243	Melchers & Co	
Elliotts	April 22	Neill	Brit. bg	285	Jardine, Matheson & Co	
H. D. Dudley	May 6	Dudley	Amr. bk	1080	Frazar & Co	
Hilda	June 27	Krause	Brit. bk	306	Nils Moller	
Kolga	Oct. 25	Lome Bang	Ger. bk	540	Russell & Co	
Mabel Taylor	June 9	Stanley	Brit. sh	1298	S. C. Farnham & Co	
Mikado	June 28	Lehman	Brit. bk	643	Jardine, Matheson & Co	
Mozart	June 23	Storm	Ger. bg	234	Farnham & Co	
Obed Baxter	June 25	Baxter	Amr. bk	877	Turnbull, Howie & Co	
Polynesian	June 27	Jones	Brit. sh	—	Master	
Queen of India	June 22	Inckey	Brit. bk	399	W. Hewett & Co	
W. Siegfried	June 25	Hansen	Brit. bk	393	Nils Moller	

NAGASAKI.

IN PORT ON 23RD JUNE, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Kvik	June 21	Larsen	Nor. bk	—	Holme, Ringer & Co	
Kozaki Maru	—	Christensen	Jap. sh	400	M. B. M. Co	
Stout	June 21	Hennester	Nor. bk	581	Master	

YOKOHAMA.

IN PORT ON 30TH JUNE, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Alma	Nov. 18	Tibbey	Am. sch	52	J. D. Carroll & Co	
Black Diamond	Oct. 2	Boyd	Ger. bk	670	P. Bohm	
Cyprus	June 24	Johnson	Brit. sh	1390	Simon Evers & Co	
E. v. Beaulieu	Nov. 20	Oetting	Ger. bk	336	Grosser & Co	
Grecian	June 1	Dunbar	Amr. sh	1631	Frazar & Co	
Hindoo	June 18	Mathiessen	Ger. bk	510	M. B. S. S. Co	
John C. Munroe	June 29	Summers	Brit. bk	612	Cornes & Co	
M. C. Bohm	—	—	Ger. sch	56	P. Bohm	
Otsego	June 13	Ewart	Brit. sch	60	Captain	
Pearl	May 28	Howes	Amr. bk	536	Jardine, Matheson & Co	
R. B. Thomas	June 28	Nichols	Amr. sh	1332	C. & J. Trading Co	
Valparaiso	June 18	Meyer	Ger. bk	490	H. Macarthur	
W. Minstrel	June 24	Sievewright	Brit. bk	330	Chinese	

MANILA.

IN PORT ON 11TH JUNE, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Alex. Duthie	June 9		Brit. sh	1159	Smith, Bell & Co	
Ambassador	May 29		Brit. bk	692	Tillson, Herrmann & Co	London
Austria	May 26		Brit. bk	1106	Macleod & Co	N.Y. or B'ton
Chernogora	May 8		Brit. sh	1252	Baer, Senior & Co	New York
C. of P'delphia	June 2		Amr. sh	1457	W. F. Stevenson & Co	
Edderside	May 11		Brit. sh	1306	Smith, Bell & Co	Liverpool
Magnat	May 29		Nor. bk	835	Smith, Bell & Co	New York
P.N. Blanchard	May 23		Amr. bk	1512	Peele, Hubbell & Co	Boston
Ringleader	May 31		Amr. sh	1183	Martin, Dyce & Co	U.S. via Ilo
Strassburg	May 16		Ger. bk	426	C. Heinszen & Co	Liverpool

ILOILO.

IN PORT ON 11TH JUNE, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Burderan	May 17		Brit. bk	803	Ker & Co	Channel
Cambay	June 4		Brit. sh	1001	Ker & Co	Liverpool
O'brian Queen	May 25		Brit. sh	1300	Austen & Co	S. Francisco
Earl Granville	June 1		Brit. sh	1193	Ker & Co	Boston
Josefina	April 11		Span. bk	628	Ker & Co	Channel
Kepler	May 15		Ger. bk	758	Austen & Co	New York
Leading Wind	May 19		Amr. sh	1208	Austen & Co	United States
Ramier	May 22		Fr. bg	280	Perez Y Acha	Hongkong
Sarah Hignett	May 11		Amr. sh	1419	Martin, Dyce & Co	New York
Susan Gilmore	June 3		Amr. sh	1304	Smith, Bell & Co	New York
Tancook	May 24		Brit. bk	898	Ker & Co	New York
Tillie Baker	June 3		Amr. sh	719	Martin, Dyce & Co	New York
Vigilant	April 25		Am. sh	1800	Lochsinger & Co	New York

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG	GUNS	H.P.	CAPTAIN.	WHERE AT
Albatross	screw sloop	4	840	Com. Hicks	Chefoo
Audacious	double-screw iron frigate	14	4330	Captain R. E. Tracey	Chefoo
Champion	corvette	14	2340	Capt. R. G. S. Pasley	Singapore
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Chefoo
Cockchafer	gunboat	4	470	Commander H. W. Hill	Hongkong
Curacoa	corvette	14	2540	Captain Austruther	Chefoo
Daring	composite sloop	4	920	Com. F. J. J. Elliott	Chefoo
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Commander Gamble	Foochow
Flying Fish	sloop	4	840	Lieut.-Com. Hoskyn	Korea
Fly	double-screw gun-vessel	4	490	Com. John Hope	Singapore
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Hongkong
Kestrel	double-screw gun-vessel	4	830	Commander E. Hotham	Shanghai
Linnet	gunboat	5	1050	Com. C. R. Harris	Chefoo
Magpie	surveying vessel	3	600	Lieut-Com. A. Carpenter	North Borneo
Midge	double-screw gun-vessel	4	470	In reserve	Hongkong
Moorhen	gunboat	4	390	Lieut.-Com. J. H. Corfe	En route E'land
Pegasus	sloop	6	970	Com. Bickford	Chefoo
Swift	double-screw gun-vessel	5	1010	Commander Collins	Cruising
Tweed	double-screw gunboat	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lieut.-Com. C. Lindsay	Chefoo
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. G.N.A. Pollard	Yokohama

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	300	Captain Schans	Chefoo
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	150	Commander L. Kempff	Kobe
Africa	Russian corvette	8	—	Captain Alexieff	Singapore
Aragon	Spanish frigate	—	—	Captain J. R. Hiquero	Nagasaki
D. of Edinburgh	Russian ironclad	18	900	Captain Giers	Shanghai
Ermak	Russian transport	—	80	Captain Koltchau	Nagasaki
Gornostai	Russian gunboat	7	80	Commander Stark	Vladivostock
Iltis	German gunboat	8	100	Commander Klausa	Nagasaki
Kersaint	French corvette	—	375	Commander Beaumont	Shanghai
La Victorieuse	French frigate	14	750	Captain D. de la Batie	Along Bay
Leipzig	German corvette	16	—	Captain Herbig	Nagasaki
Lutin	French gunboat	4	100	Captain Rouvier	Haiphong
Monocacy	American gunboat	6	700	Commander C. S. Cotton	Nagasaki
Morge	Russian gunboat	7	80	Commander Tatarinoff	Shanghai
Nerpa	Russian gunboat	7	80	Commander Valrondt	Nagasaki
Palos	American gunboat	6	200	Lieut.-Commander Green	Hongkong
Plastoun	Russian corvette	8	—	Captain Poliansky	Saigon
Richmond	American frigate	14	800	Captain Skerrett	Nagasaki
Skobeleff	Russian corvette	—	—		Nagasaki
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
St. Petersburg	Russian transport	6	—	Captain Sidenener	Vladivostock
Stosch	German corvette	19	700	Captain von Buchholtz	Shanghai
Tamega	Portuguese gunboat	—	—	Capt. da Costa Cabral	Macao
Tongons	Russian gunboat	1	—	Commander Heck	Singapore
Velasco	Spanish cruiser	—	—	Capt. T. M. Warleta	Hongkong
Vestnik	Russian cruiser	—	—	Captain Avelan	Singapore
Villars	French cruiser	15	600	Captain Dewatre	Along Bay
Vostock	Russian gunboat	4	—	Commander Molchonsky	Japan
Wolf	German gunboat	4	340	Commander von Raven	Amoy

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	250	75		Hongkong
Chee-hing	Revenue cruiser	2	30	20	—	—
Chien-jui	Revenue cruiser	3	80	17	—	Hongkong
Chien-to	Viceroy's gunboat	7	250	75	J. Stewart	Hongkong
Ching-tsing	Viceroy's gunboat	4	180	60	F. Bassard	Hongkong
Chop-sai	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-chong-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-king-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hoi-tung-hung	Viceroy's gunboat	—	—	—	Leung Yiu Ting	Canton
Peng-chao-hai	Revenue cruiser	4	562	125	Chow Shoi	Hongkong
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Canton
San Hang	Viceroy's gunboat	—	—	—	Yang Yung Lin	Hongkong
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

Printed and Published by R. CHATTERTON WILCOX, Wyndham Street, Hongkong.